
RESIDENTIAL

EXISTING CONDITIONS

Navajo is a family-oriented community of attractive single-family homes. In 1968, approximately 95 percent of the population resided in single-family homes. These homes accounted for 92 percent of all dwelling units in the Navajo area.

In 1970, five percent of the population resided in multi-family units, which comprised 28 percent of all dwelling units in the Navajo area. In 1970, almost 75 percent of all dwelling units were owner-occupied, compared to 50 percent in the city as a whole. Vacancy rates were approximately four percent as compared to 5.6 percent for the entire City.

In 1988, single-family homes accounted for 77 percent of all dwelling units in the Navajo area. Multi-family homes accounted for 21 percent of the dwelling units. Vacancy rates were approximately 3.4 percent, while the citywide rate was 4.4 percent. According to 1980 census data, almost 79 percent of all dwelling units are owner-occupied, compared to 50 percent in the City as a whole.



Densities in the single-family residential areas of the community vary from one to six dwelling units per acre. In the multi-family areas, densities vary from 16 dwelling units per acre in the vicinity of Navajo Road and Jackson Drive to 40 dwelling units per acre in Grantville.

Two mobile home parks are located in the community in the vicinity of Mission Gorge Road. One is located near the intersection of Old Cliffs Road and Mission Gorge Road and the other is located at the eastern end of Old Cliffs Road. The Mobile Home Park Overlay Zone has been applied to both of these areas. This overlay zone provides protection for the residents of the mobile home parks against development of the sites for other uses and ensures the availability of varied housing types to create a more balanced community.

1. All statistics compiled by City of San Diego Planning Department.

OBJECTIVES

In the course of its deliberations, the Navajo Community Planners adopted objectives for each of the major plan elements. The principal or overriding residential objective to guide the long-range development of Navajo is to: **MAINTAIN AND ENHANCE THE QUALITY OF EXISTING RESIDENCES AND ENCOURAGE THE DEVELOPMENT OF A VARIETY OF NEW HOUSING TYPES WITH DWELLING UNIT DENSITIES PRIMARILY IN THE LOW TO LOW-MEDIUM DENSITY RANGE AS SHOWN.**

TABLE 1
DENSITY RANGES

Very low density	0-4 dwelling units per acre
Low density	5-9 dwelling units per acre
Low-medium density	10-14 dwelling units per acre
Medium density	15-29 dwelling units per acre
Medium-high density	30-43 dwelling units per acre

To achieve this principal objective, the following additional objectives were also adopted:

- Promote a healthy environment by careful planning and sensitive development of well-defined, balanced and distinct communities which encompass a variety of residential density patterns and housing types.
- Prevent and/or limit development in proposed open space areas which serve to enhance community identity--steep slopes and canyons, floodplains, and areas with unique views and vistas.
- Foster techniques of land development that will encourage imagination and variety in building site layouts, housing types, and costs, and that will capitalize on the unique topographic assets of the community. All housing developments within the study area should relate to existing topography in order to minimize grading and preserve the natural terrain of the area. The use of retaining walls, terraces, split level or cantilevered houses should be considered in steep terrain.
- Assurance that any individual or family may be free to choose accommodations within their economic capacity from a range of housing varying in type, quality and location.
- Continuation of community support for those programs at all governmental levels that would effectively increase the economic ability of the disadvantaged to obtain adequate housing.
- Promotion of site selection for federally assisted housing programs which would insure dispersal throughout the community of various ethnic and minority groups.

- Encourage enhancement of the existing residential development through the use of environment and conservation programs such as cleanup, painting and landscaping programs.
- Encourage the design of residential areas so as to prevent the encroachment of incompatible uses and minimize conflict (e.g., traffic noise) with more intensive nonresidential uses.
- Within each new development and where possible in developed areas, plazas, squares, and other similar open space areas should be created. Emphasis should be placed on developing interconnected bikeways and walkways separated from auto traffic as part of the internal circulation system within the study area.
- Parking and storage areas should be screened from the street and other public areas.

PROPOSALS

General

- The Navajo Community Planners strongly support City Council Policy 600-19, Fostering of Balanced Community Development, which states:

It shall be the policy of the City Council to effect the development of economically and racially balanced communities in newly developing peripheral areas of the City and in all City sponsored or approved redevelopment projects, and to do what is reasonably and practically possible in all parts of the City.

- Housing types and densities should be varied in residential development to create interest and provide a mix of people with various economic and social characteristics.
- Dwelling units should relate to topography and intensity of activity. Where it will provide for more effective land utilization and high quality living environments, residential development proposals within the community should be carried out under the Planned Residential Development or Planned Infill Residential Development concept.
- Dwelling units should front on local streets.
- Multi-family residential development along major roadways, such as Mission Gorge Road, should be adequately set back from the roadway to mitigate noise impacts associated with high traffic volumes. If perimeter noise walls are necessary to mitigate noise impacts, they should not be located in the required setback. Noise walls should be well designed with landscaping provided on both sides of the wall.
- Adequate off-street parking and storage must be provided and screened from living areas and public areas. Mounded earth forms should be used in level terrain to add interest to the landscape, to hide parking and to separate functions.

- Development of the area north of Highwood Drive and the terminus of Lake Murray Boulevard should not exceed 168 dwelling units as per Council Resolution No. 257606, December 7, 1982.
- Residential development should conform to the guidelines provided in the Mission Trails Design District when applicable. The Mission Trails Design District applies to those portions of the Navajo, Tierrasanta, and East Elliott communities consisting of, and including, all the commercial and multi-family residential zones; the steep hillsides under the HR (Hillside Review) Overlay Zone, as well as those non-HR and undeveloped areas contiguous to HR areas; and the two areas of land in Mission Gorge contiguous to the Mission Trails Regional Park at the east and west sides of the park. The Design District provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.
- There are eleven single-family residences located north of Greenbrier Avenue that take access from Mission Gorge Road. Following the completion of improvements to Mission Gorge Road, the parking strip adjacent to these homes was replaced with an additional traffic lane. The residents of these homes now experience significant problems in entering and exiting their properties as they are forced to back out of their driveways into the flow of traffic. Due to the effects that the high traffic volumes have on these residences, single-family residential use at this location may no longer be appropriate. Medium density residential (15-22 dwelling units per net residential acre) or low intensity commercial office uses could be appropriate alternatives for these properties if designed to minimize impacts to the adjacent single-family neighborhood. A rezone to permit one of these alternative uses could be considered without the need for an amendment to this plan, provided the following conditions are met:
 1. The eleven properties are consolidated into one or two parcels.
 2. A planned development permit is approved for the proposed development that addresses the design issues identified below for Area 1 of the Community Plan Implementation Overlay Zone.
 3. The proposed use and site design are compatible with the single-family neighborhood to the southeast. Proposed building elevations and cross sections shall show the relationship of the proposed development to adjacent properties. For informational purposes, the plans shall indicate whether existing views from adjacent properties may be impaired as a result of the project.
 4. The proposed development is designed to minimize traffic impacts to Mission Gorge Road and the single-family neighborhood to the southeast. Access to this site shall be limited to Mission Gorge Road.
- In order to ensure quality site design along Mission Gorge Road, it is recommended that the Type B Community Plan Implementation Overlay Zone (CPIOZ) be applied to the residential properties generally located between Old Cliffs Road and Zion Avenue and

abutting Mission Gorge Road. This area is identified as Area 1 on the Grantville/Mission Gorge Road Planning Area Map (page 105). If any additional properties on Mission Gorge Road are rezoned to residential zones, Area 1 should be expanded to include those properties at the time the community plan is amended to change the land use designation.

- The development regulations of the underlying zones will not implement the specific objectives and proposals of the community plan for this area; however, through the application of the CPIOZ and the requirement for a Type B permit, these objectives can be achieved. The specific issues to be addressed in an application for a Type B permit for this area are listed below.
 1. Architectural Design: New development shall be compatible in design with the existing neighborhood. The bulk and scale of new buildings should be similar to the surrounding buildings. Where adjacent development is single-family, large building masses shall be avoided. Several smaller buildings should be used to maintain the pattern of development.
 2. Building Height: New development shall be limited to 30 feet in height where adjacent development is single-family.
 3. Roof Treatment: Roof forms shall be predominantly sloped. Rooftop ventilation or other mechanical equipment shall be screened from adjacent residential areas and from the public right-of-way.
 4. Setbacks, Landscaping and Noise Walls: An extensively landscaped street yard shall be provided for any new residential development along Mission Gorge Road. If noise walls are proposed, the walls should be well-designed, incorporating articulation, pilasters and other design features to achieve an attractive design. Noise walls shall not be permitted in the setback. In addition, landscaping should be used to soften the appearance of perimeter walls and residential structures from Mission Gorge Road and from adjacent uses.
 5. Traffic and Access: New development should be designed to minimize further traffic impacts on Mission Gorge Road.
 6. Parking: Parking areas shall be well-screened from Mission Gorge Road using a combination of landscaped berms, tall trees and shrubs. Parking areas shall be located in areas least disruptive to adjacent single-family uses. Tree plantings shall be incorporated throughout the parking area.
 7. Streetscape improvements: New development shall be required to provide sidewalks and undergrounding of utilities on-site and construction of a median along the Mission Gorge Road frontage. The feasibility of landscaping the median in Mission Gorge Road should be studied as new development occurs. Landscaping and paving in the median should continue the pattern established in the existing median on Mission Gorge Road.

Dwelling Unit Density




Based upon the proposed land use, which assumes that the canyons and sloped areas will remain open, it is projected that by 1990 the number of dwelling units will increase approximately 32 percent above the 1970 level--an increase of some 4,950 units. Approximately one-half of the new housing units will be in the medium density range of 15-29 dwelling units per acre. By 1990, medium density housing will comprise approximately 25 percent of all residential units, compared to eight percent in 1970.

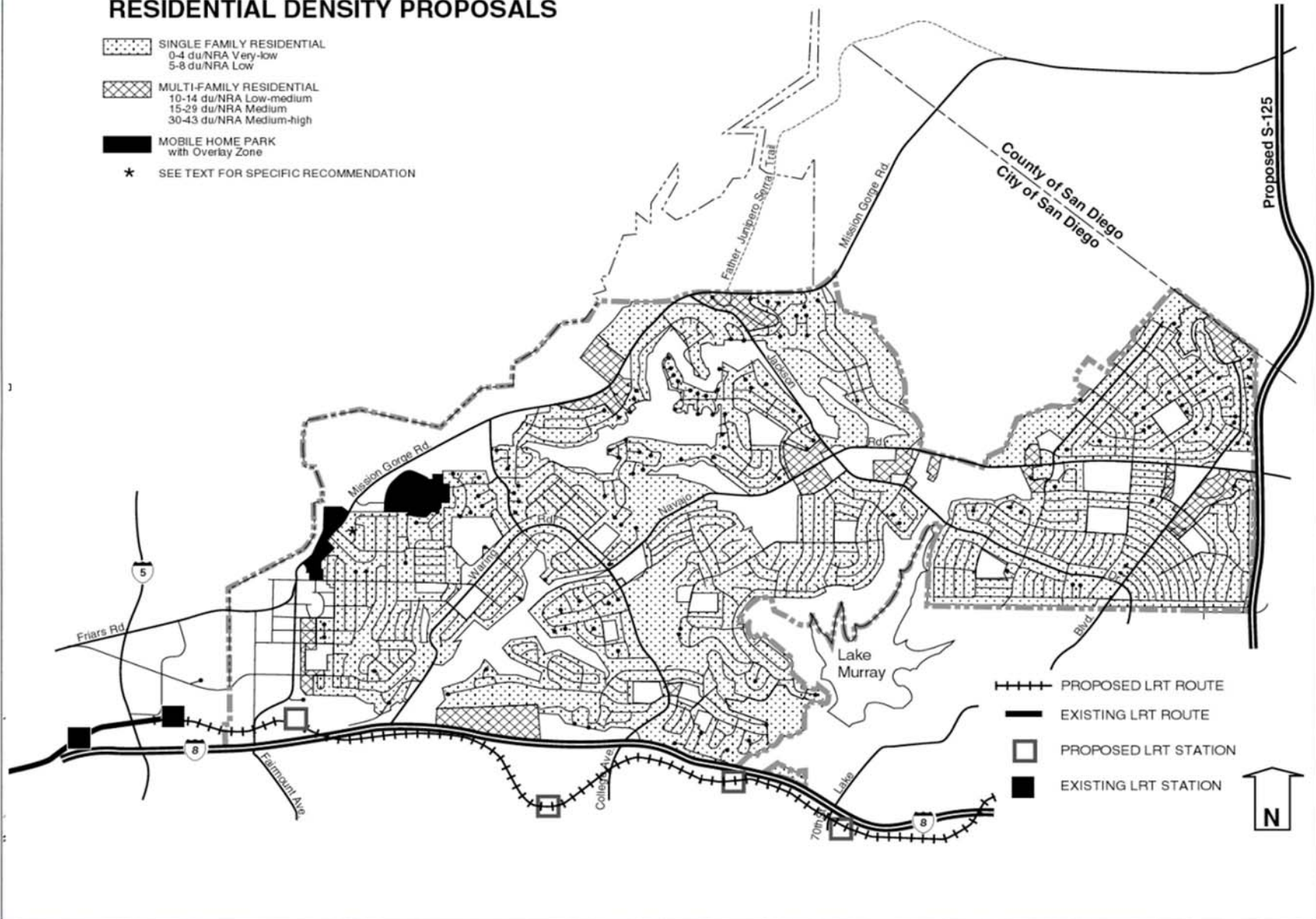
While Navajo will continue to be a relatively low density area, it is proposed that a wide range of residential densities be permitted to develop in the community. This range would include 30-43 (medium high density), 15-29 (medium density), 10-14 (low-medium density), 5-9 (low density) and 0-4 (very low density) dwelling units per acre of land. These densities will allow single-family houses, duplexes, townhouses, and apartments which will appeal to a wide segment of the population and provide for a diverse balanced population in the community.

- To provide a more complete variety of housing types, the Mobile home Park Overlay Zone should be retained on the existing mobile home park sites.



RESIDENTIAL DENSITY PROPOSALS

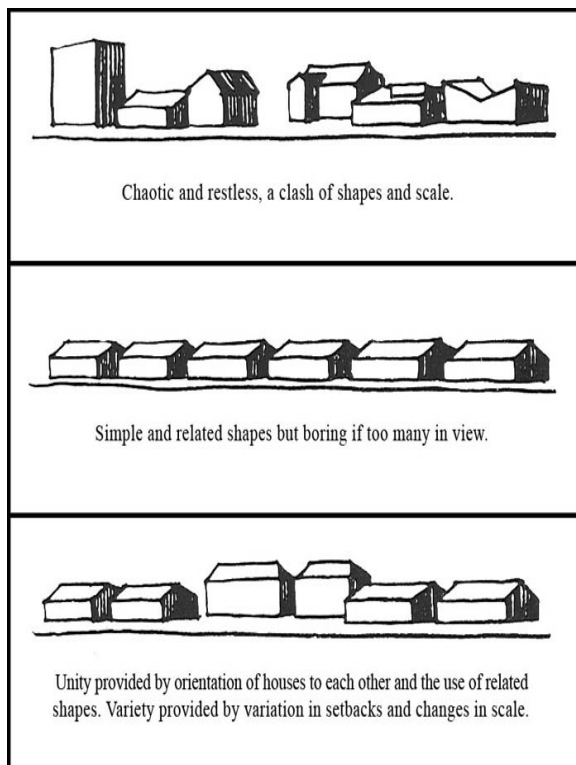
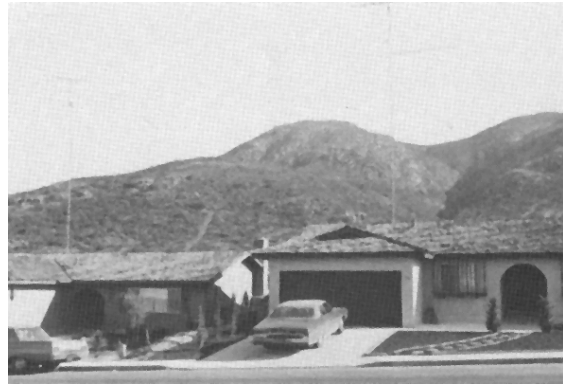
-  SINGLE FAMILY RESIDENTIAL
0-4 du/NRA Very-low
5-8 du/NRA Low
-  MULTI-FAMILY RESIDENTIAL
10-14 du/NRA Low-medium
15-29 du/NRA Medium
30-43 du/NRA Medium-high
-  MOBILE HOME PARK
with Overlay Zone
- ★ SEE TEXT FOR SPECIFIC RECOMMENDATION



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Site Design

- Fit house to land rather than land to house. Choose the appropriate house plan to fit the basic slope type of the site--up, down, or across slope. Correct selection will minimize grading and preserve the maximum ground cover and trees. Use retaining walls, terraces, split level or platform houses to minimize grading. This would eliminate the need for flat building pads involving extensive earth cuts.
- If earth moving is necessary, re-contour rather than cut and fill. If a new form must be given to the land, the final form should have a strong, smoothly flowing character typical of the existing hills. The basic character of the original site should provide the theme with adjustments to make the slopes gentle. Particular attention should be paid to the transition areas where the existing terrain stops and earthwork begins. Additional shaping in some areas may be necessary due to the unique subsoil and groundwater conditions present.
- Create privacy for each house and protect its outdoor spaces from view and noise. Develop alternate methods of handling setbacks to increase usable open space such as to minimize narrow, useless side yards, as well as to create an interesting streetscape.



STREETSCAPE

- Create harmonious form relationships among houses rather than endless strings of houses. Groups of houses should appear to be related to one another rather than jumbled together without pattern. Strive for consistency within groups of buildings through the use of recurring shapes and materials. All the houses in one eye span should be designed to tie together and relate to one another, yet should not be repetitive and monotonous.
- If hillsides are developed, they should be designed to complement the existing terrain. Hillside developments are usually laid out in a rigid geometrical lot pattern, and thus fences contrast sharply with the natural terrain. A more logical pattern would be for front

and rear lots lines to follow the horizontal contours. Under this arrangement, the patchwork appearance of most hillside developments would be largely eliminated. Contour fencing could take the form of trellises with vines and other plant materials growing over the side, while still providing a barrier between dwelling units.

- Cluster developments should be encouraged to minimize tampering with the natural topography.
- Outstanding natural physical features such as the highest crest of a hill, natural rock outcroppings, major tree belts, etc., should be preserved at all costs.
- Roads should follow natural courses wherever possible to minimize cutting and grading.
- Imaginative and innovative building techniques should be encouraged to create buildings suited to natural hillside surroundings.
- Detailed and effective arrangements must be formulated for the preservation, maintenance and control of open space and recreational lands resulting from Planned Residential Developments.



- Apartment developments should be arranged in such a way as to harmonize with adjacent single-family developments. They should be designed to present less apparent bulk and to minimize the clash of scale and activity between apartments and houses.
- Variety in apartment design should be facilitated by introducing optional rear and

side setbacks and a front yard requirement based on floor area rather than an absolute dimension. Variable front yard spaces can give an interesting character to the street in apartment districts. When used, side yard setbacks should be increased from present regulations to better provide for daylight and visual privacy. To assure adequate outdoor space for residents, a minimum percentage of the floor space could be in the form of balconies and landscaped roof terraces.

Residential Street Design

- Streets should be designed and developed to be pleasant places to walk as well as drive. The arrangement of houses should create a pleasant streetscape. Alignment, paving, landscaping and tree planting should all be designed to enhance the visual effect.

- Streets should be designed and developed to be pleasant places to walk as well as drive. The arrangement of houses should create a pleasant streetscape. Alignment, paving, landscaping and tree planting should all be designed to enhance the visual effect.
- Protect residential areas from the noise, pollution and physical danger of excessive traffic. The speed and volume of traffic on residential streets should be limited. Techniques for doing this include making streets discontinuous to divert traffic from a straight path, narrowing streets and intersections, creating the appearance of narrowness through landscaping and other improvements. Where possible, walkways should pass through the interior of blocks. Such changes in streets should be designed so that they will not limit the access of vehicles for police and fire protection and other emergency purposes in the protected areas. The total effect of these changes in residential streets should be to emphasize their residential qualities and encourage pedestrian usage. When major streets and other streets having heavy traffic must go through residential areas, steps should be taken to screen dwellings from the noise, fumes and other adverse effects of traffic.
- Provide buffering for residential properties when heavy traffic cannot be avoided. Heavy landscaping at the side of streets and in center islands may provide an effective barrier, as can walls, differences in elevation and the setting back of dwellings from the roadways.

Dwellings along streets with heavy traffic should, where possible, have the main orientation of their living space and access away from the traffic. In some cases further measures such as soundproofing may be required. Businesses that attract or produce heavy traffic, such as service stations, should be screened from nearby residential areas. Screening should be provided, as well, for all open parking lots within or adjacent to residential areas. All of the aforementioned considerations should apply to recreation areas as well as to dwellings.

- Underground all utilities. This should be done not only in new subdivisions but also programmed in stages in older parts of the community. With overhead wires out of the way, it is possible to allow street trees to grow; and thereby, establish a more desirable environment.
- Design all curves, intersections and cul-de-sacs and their relationship to houses for the best visual effect. Every opportunity should be taken to make street alignment and other street features contribute positively to good urban design. For example, use should be made of long radius curves connected by short curves in aligning streets rather than long tangents connected by short sharp curves. The former gives a much more sweeping, elegant feeling at eye level while the latter is sharply defined as one enters and leaves the curve.
- Provide the maximum street tree planting. One principal characteristic of memorable streets throughout the world is their tree planting. The finest examples have mature specimens that arch across the street creating a green canopy. From an urban design standpoint, a various tree planting program is the most important single thing that the City can do. Trees should be spaced close enough together to create an effect of enclosure and to provide protection of trees from hot drying winds and sun scald.

COMMERCIAL

EXISTING CONDITIONS

As of 1988, approximately 123 acres of the 155 acres of commercially zoned land are being used for commercial purposes, representing almost two percent of the land in the Navajo community. An additional 90 acres of industrially zoned land are being used for commercial purposes in the Grantville area.

Existing development is typified by businesses, stores and offices which provide goods and services for local consumption. Most commercial development is clustered into shopping centers and is characterized by its community rather than regional nature. Four neighborhood centers provide for the daily shopping needs of the residents. Typical establishments include food markets, service stations, barber shops, beauty parlors, drug, hardware and liquor stores. Sites vary from less than an acre to almost ten acres.



Three community centers provide convenience goods--personal, professional, financial and automotive services--and a limited variety of shopping goods. Establishments include variety stores, apparel and shoe stores, banks, professional offices plus those establishments normally found in neighborhood centers. These centers are located on major streets and are easily accessible from most points in their respective trade areas.

The largest community center, which includes the Navajo and Ralphs shopping centers and adjacent development, is located at the intersection of Navajo Road and Lake Murray Boulevard. The total complex of over 50 business establishments and professional offices covers 35 acres. The other two community centers are located at Waring Road and Orcutt Street and Navajo Road and Jackson Drive. The center at Waring Road and Orcutt Street has over 30 business establishments and professional offices on 12 acres of land. The Navajo Road and Jackson Drive center is 45 acres and has numerous commercial and professional uses in addition to multi-family residential use.

Major concentrations of professional offices are located in the three community shopping centers. Other professional offices are scattered throughout the area usually in conjunction with commercial centers.

Visitor-oriented commercial uses are located at Interstate 8 and Waring Road. The potential for visitor-oriented facilities in Navajo is very limited.

There are no movie theaters, bowling alleys or other similar forms of commercial recreation in the community. Commercial facilities such as record stores are also absent. The centers serve only commercial functions, rarely being used for community purposes such as art shows and other cultural events.

Grossmont Center, a regional shopping center readily accessible to area residents, emphasizes such shopping goods as apparel, major household appliances and furnishings. It is located just outside the study area in the City of La Mesa. Also easily accessible are Mission Valley establishments and Parkway Plaza in El Cajon, as well as many other adjacent areas. Time distance even to downtown areas is only about 20 minutes.

Mission Gorge Road, a major entry point into the community, contains strip commercial development with a mix of land uses. The visual clutter created by numerous curb cuts, unscreened parking areas, excessive signs and billboards, and above ground utilities, as well as the condition of much of the development along Mission Gorge Road does not project a positive impression of the community. In addition, neighborhood centers along Mission Gorge Road have developed without regard to other development, resulting in a lack of coordinated design.

The commercial centers are constructed for the convenience of the automobile and not the shopper, which is accentuated by the lack of other forms of transportation within the community. The commercial buildings, if built by a chain, often follow some standard facade treatment that may not relate to the character of the particular site in which it is placed. Promotional and store signs are generally geared to a through traffic, high pressure merchandising situation rather than a neighborhood situation. Almost without exception landscaping of the sites is at a minimum and frequently not maintained. In particular, parking lots consist of an expanse of unrelieved asphalt and are often laid out so that shoppers are forced to thread their way between parked cars.

Table 2 contains site and trade population standards for neighborhood, community, and regional shopping centers according to the Progress Guide and General Plan for San Diego.

TABLE 2
SITE AND TRADE POPULATION STANDARDS FOR COMMERCIAL CENTERS

Criteria	Neighborhood	Community	Regional
Population in Trade Area	2,000-10,000	10,000-25,000	100,000 or more
Acres/1000 Population	1.0	.8	.7
Site Area	1-10 acres	8-20 acres	50 acres or more

The development potential for commercial facilities that serve Navajo residents is based on these standards as applied to the projected 1990 population of 65,000 to 70,000. Accordingly, the area could support six or seven neighborhood centers with a combined area of approximately 55 acres and two or three community centers with a combined area of approximately 60 acres. Commercial facilities in adjacent communities, particularly La Mesa and El Cajon, however, serve Navajo and reduce the need for commercial land within the planning area.

OBJECTIVES

The principal or overriding objective for long-range commercial development in Navajo is to **ENCOURAGE NEIGHBORHOOD AND COMMUNITY SHOPPING FACILITIES WHICH ARE ADEQUATE TO PROVIDE A WIDE VARIETY OF GOODS AND SERVICES TO NAVAJO, BUT ALSO BLEND INTO AND ENHANCE THE COMMUNITY ENVIRONMENT.**

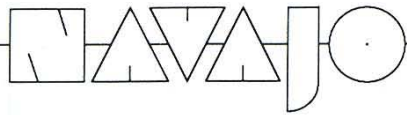
To achieve this principal objective, the following additional objectives were also adopted:

- Develop commercial areas as centers for community activities. Such centers should include community facilities, such as cultural, recreational, entertainment and residential facilities as well as retail establishments and professional offices.
- Develop commercial areas that have desirably distinctive qualities in their design, appearance and operation.
- Provide neighborhood convenience centers that are complementary to adjacent residential areas and strategically located throughout the residential areas of the community, preferably near public facilities. These shops should be accessible to pedestrians and bicyclists and be in scale and character with the neighborhoods they serve. In addition, existing centers should be encouraged to add safe facilities for pedestrians and bicyclists.
- Prevent the overdevelopment of any one type of commercial use (for example, service stations).
- Prohibit the expansion of strip commercial development on Mission Gorge Road north of Zion Ave.
- Restrict retail development to commercially designated areas; limit commercial office and service uses in the industrially designated areas to those that are accessory to industrial uses.
- Improve the appearance of the existing strip commercial development on Mission Gorge Road between Interstate 8 and Zion Avenue by reducing signs, improving landscaping and architectural design, providing consistent building setbacks and providing adequate off-street parking.
- Limit the development of drive-thru restaurants to sites that can accommodate the stacking of vehicles, as well as accommodate driveways in a manner that will not conflict with the smooth operation of intersections.
- Reduce the number of curb cuts serving individual commercial uses on Mission Gorge Road to minimize traffic conflicts and provide a continuous sidewalk and landscape strip.






PROPOSALS

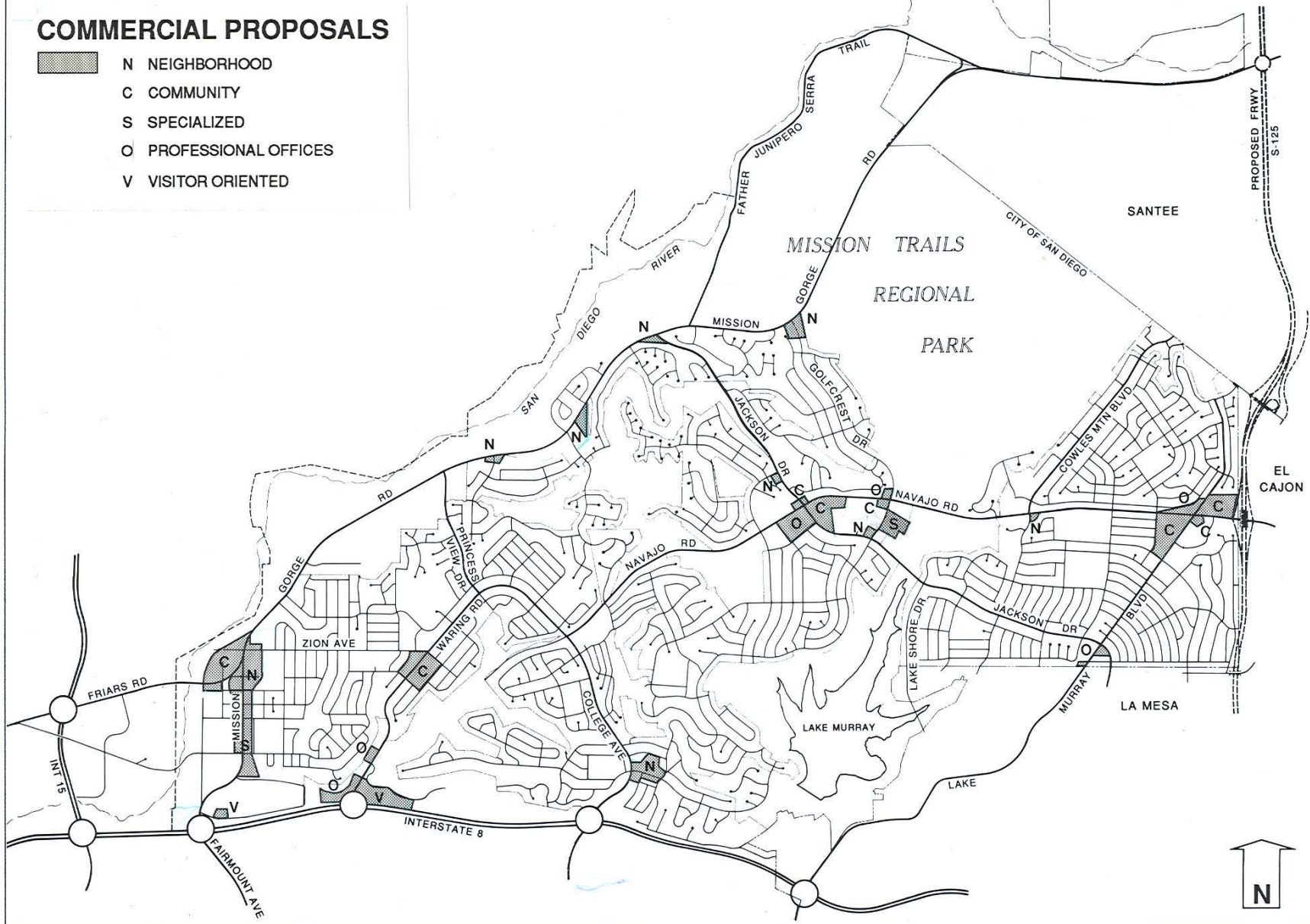
General

- In addition to retail stores necessary to accommodate the needs of the community, commercial centers should also provide for professional and business offices, entertainment and cultural activities, public and semipublic facilities, and residential uses. The existing centers, due to their location, size, and the character of adjacent development, could easily be improved to meet these criteria.
- All the centers should be accessible by pedestrians, bicycles and adequate public transportation as well as by car.
- The shopping center at Lake Murray Boulevard and Navajo Road, the community shopping center at Waring Road and Orcutt Avenue, and the center at Navajo Road and Jackson Drive are to be retained as community commercial centers. These establishments should fulfill the need for convenience goods and personal, professional, financial and recreational services through the year 2000.
- Neighborhood commercial centers should be retained at the intersections of Golfcrest Drive and Mission Gorge Road, Conestoga Road at Mission Gorge Road, and Zion Avenue at Mission Gorge Road. The centers should be an integral part of the residential development and geared to accommodate pedestrian and bicycle oriented trade in addition to the automobile.
- Specialized commercial services are to be retained along Mission Gorge Road in the Grantville area.
- Professional offices are to be retained at existing locations. The expansion of professional offices is recommended at all community shopping centers.
- Visitor-oriented facilities (hotels, motels, and associated uses) should be limited to those existing at the intersections of Interstate 8 and Waring Road, and Mission Gorge Road and Alvarado Canyon Road. No additional visitor-oriented facilities should be developed.
- The number and location of service stations should continue to be regulated. No more than one station should be located at an intersection and the overall number of stations should be based on service to the community. Existing facilities appear to be sufficient to serve community needs through the year 2000.
- The removal of off-premise signs and the consolidation of multiple on-premise signs should be pursued during project reviews in an effort to reduce sign clutter and enhance the visual appearance of Mission Gorge Road.
- Any rezones or tentative maps for new commercial center development and redevelopment should require processing in accordance with the planned commercial development regulations to ensure comprehensive review of the center and its compatibility with adjacent development.



COMMERCIAL PROPOSALS

-  N NEIGHBORHOOD
-  C COMMUNITY
-  S SPECIALIZED
-  O PROFESSIONAL OFFICES
-  V VISITOR ORIENTED



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- Mission Gorge Road has been identified as a major entry point into the Navajo Community; however, development along this corridor lacks the quality of design necessary to provide a positive impression of the community. This is due in part to the limited design standards of the underlying C-1 and CA zones. Therefore, the following design standards are provided as supplemental development regulations to the C-1 and CA zones in Grantville along Mission Gorge Road. This area is indicated as Area 2 on the Grantville/Mission Gorge Road Area Map (page 105)

Community Plan Implementation Overlay Zone (CPIOZ)

Compliance with these regulations will be determined through a ministerial (Type A) Planning Director review in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Section 101.0457).

Development proposals that do not comply with the following supplemental regulations and the regulations of the underlying C-1 or CA zone, as appropriate, shall apply for a discretionary (Type B) CPIOZ permit or a planned commercial development (PCD) permit. Applications for a Type B CPIOZ permit or a PCD permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the Planning Director in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Sections 101.0457.D through G).

Within the commercially zoned area in Grantville, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged or established until a CPIOZ permit is obtained. A CPIOZ permit is not required for any of the following:

- a) interior improvements to an existing building that do not involve a change in use or provide additional floor area;
- b) interior modifications or repairs, or exterior repairs or maintenance for which a building permit is not required;
- c) demolition, excavation, grading, or removal of vegetation;
- d) any development processed as a planned commercial development.

Supplemental Development Regulations

Floor Area Ratio (FAR):

New development processed under ministerial (CPIOZ Type A) review shall not exceed a floor area ratio of 1.0. Development proposals that exceed a floor area ratio of 1.0 shall apply for a discretionary permit. The discretionary review process should address: 1) the design and fit of the project in relation to surrounding development, including conformance with the design guidelines of this Commercial Element; 2) the ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand; and 3) promotion of the Employer Transit Assistance Program (ETAP) in which employers subsidize monthly

transit passes for employees to encourage transit use. The program is administered through Metropolitan Transit Development Board (MTDB) and Ridelink.

Building Setback Adjacent to the River:

All structures within 150 feet of the San Diego River's 100-year floodway shall be designed to step back from the floodway so that low story buildings are adjacent to the river with the higher stories tiered away from the river. Buildings shall be set back or stepped back from the floodway at a ratio of one foot for each foot of building height with a minimum setback of 20 feet.

Building Setback Adjacent to Mission Gorge Road:

All structures on Mission Gorge Road shall observe a minimum 10-foot setback. Structures over 30 feet in height shall be set back or stepped back an additional one foot for each foot of building height over 30 feet.

Building Transparency:

For any building facade which faces a public street, at least 40 percent of the total area of all building walls must be devoted to pedestrian entrances, display windows, or windows affording views into retail, customer services, office, gallery or lobby space.

Building Reflectivity:

No more than 30 percent of any single elevation of a building's exterior may be constructed of a material with a light reflectivity factor greater than 25 percent.

Equipment Enclosure:

All mechanical equipment and appurtenances shall be screened on all sides so that they appear to be an integral part of the overall architectural design of the building. The screening may include grillwork, louvers, or latticework.

Wind generated turbines shall not be screened but shall be painted to match the rooftop color.

No merchandise, material or equipment shall be stored or displayed on the roof of any building.

Outdoor Storage and Display:

Outdoor storage areas shall be located in interior side or rear yards only, except that no outdoor storage area shall be located between the building wall line and the San Diego River.

Outdoor storage areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. No material or equipment shall exceed the height of the fence, wall or structure.

Outdoor display of the following merchandise sold on the premises shall not be subject to the storage requirements above but shall meet the landscaping requirements for vehicular use areas of the Citywide Landscape Ordinance:

Automobiles (usable)
Trailers
Artwork and pottery

Boats (usable)
Equipment and tools
Flowers and plants

Loading Areas:

Loading and service areas shall be located in interior side or rear yards only, except that no loading or service area shall be located between the building wall line and the San Diego River.

Refuse Collection Areas:

Refuse collection areas shall be located in interior side or rear yards only, except that no refuse collection area shall be located between the building wall line and the San Diego River.

Refuse collection areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. Deposited refuse shall not be visible from outside the refuse screening.

Parking Requirements:

No parking area shall be located between the building wall line and the San Diego River unless a landscape buffer is provided between the parking area and the required setback from the river. The landscape buffer shall be a minimum of eight feet wide and shall be planted in accordance with Sections 101.0706.A.6 and C of the Citywide Landscape Ordinance; however, in no case shall the minimum landscape area width of eight feet be reduced by the use of a site wall.

Off-street parking in the C-1 Zone shall be provided by use as follows:

Spaces/Square Feet of Gross Floor Area

for business and professional offices	1/300
for medical and dental facilities	1/250
for commercial uses that take access from Mission Gorge Road	1/250
for all other commercial uses	1/300

These parking requirements shall replace the parking requirements of the C-1 Zone (Municipal Code Section 101.0428E). If the citywide commercial parking requirements are revised, the new standards will replace those identified above.

Curb Cuts and Driveways:

On Mission Gorge Road, south of Friars Road, one curb cut shall be permitted for each lot with frontage on Mission Gorge Road. One additional curb cut may be permitted for each 150 feet of frontage on Mission Gorge Road. No driveway shall exceed a width of 25 feet measured at the property line.

On Mission Gorge Road, north of Friars Road, curb cuts shall be in conformance with the Street Design Manual standards for primary arterials.

Pedestrian Access:

A continuous 10-foot minimum width pedestrian/bicycle path shall be provided along the San Diego River frontage within the 20-foot minimum setback.

All structures within 150 feet of the San Diego River's 100-year floodway shall provide at least one pedestrian entrance from the structure to the river path.

Signs:

Signs shall be in conformance with the Citywide Sign Regulations (Municipal Code Section 101.1100) with the following exceptions:

On Mission Gorge Road, ground signs shall not exceed the height of the building or the citywide height limit of 30 feet, whichever is less, unless they meet the definition of freeway oriented signs in Municipal Code Section 101.1101.56.

A landscaped area shall be provided at the base of all ground signs. The size of the landscaped area shall be equal to or greater than the area of the sign face.

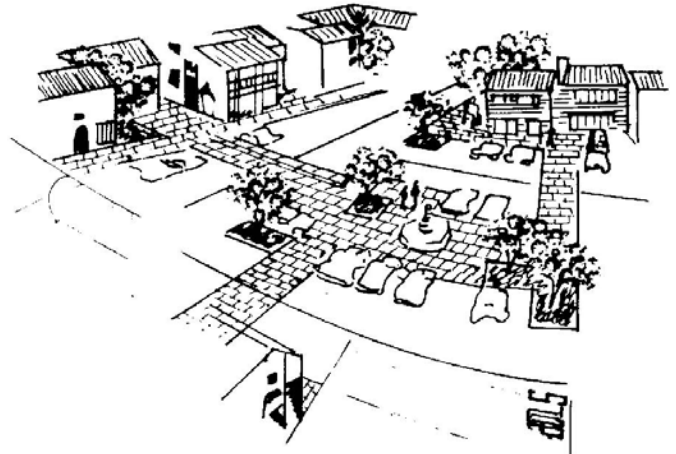
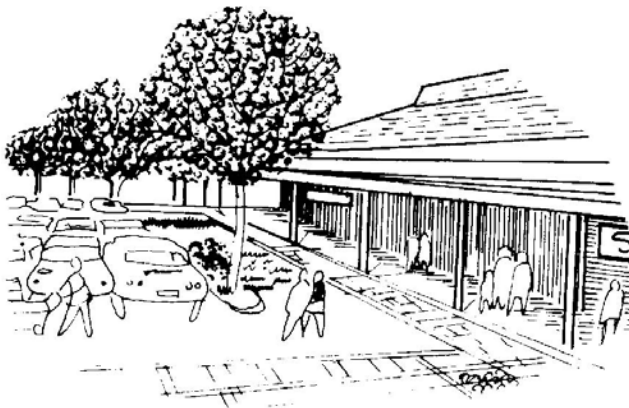
Landscaping:

Landscaping shall be provided as required by the Citywide Landscape Ordinance. For the streets identified on the next page, trees in the public right-of-way shall be chosen from the following species to be consistent with the predominant species in the area.

Tree Species		
Street	Botanical Name	Common Name
Friars Road	Platanus acerifolia	London Plane
	Liquidambar styraciflua	Sweetgum
	Platanus racemosa	California Sycamore
Mission Gorge Road, northeast of Friars Road	Platanus acerifolia	London Plane
	Liquidambar styraciflua	Sweetgum
San Diego River	Platanus racemosa	California Sycamore
	Populus fremontii	Cottonwood
	Salix hindsiana	Black Willow
	Sambucus	Elderberry
Mission Gorge Road, south of Friars Road	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Riverdale Street	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Cupaniopsis anacardioides	Carrotwood
Twain Avenue	Pinus canariensis	Canary Island Pine
	Koelreuteria paniculata	Goldenrain Tree
Alvarado Canyon Road	Koelreuteria paniculata	Goldenrain Tree
	Liquidambar styraciflua	Sweetgum
Fairmount Avenue	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Vandever Avenue	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree

Design

In this example of a proposed design treatment, an effort has been made to reconcile the character of the commercial center with that of the surrounding neighborhood. An arcade has been introduced as one means of providing a human scale at the edge of the building as well as providing sun control, weather protection and an organized framework for signs. Materials have been chosen to blend in with those found in the environs to further lessen the clash of scale. Signs, lighting and displays have been limited to those necessary and compatible with the center's surroundings. The introduction of decorative paving and planting make the center a pleasant place to visit. Bold colors and handsome graphics advertise the center yet do not overpower the surroundings. A major improvement is made in the parking lot. Large trees are provided, either existing trees that have been saved or new plantings. These trees break up the hot expanse of parked cars with pools of shade. Denser tree plantings are provided around the street side of the site. In this example, the parking rows are laid out so that the aisles lead conveniently toward the stores.



INDUSTRIAL

EXISTING CONDITIONS

As of 1988, approximately 238 acres within the Navajo community were zoned for industrial development. The industrial acreage, all of which is located in the Grantville/Mission Gorge Road area, represents three percent of the total land area in the community.

Sand and gravel extraction was once the predominant industrial use in Grantville, accounting for most of the industrially zoned land along the San Diego River as well as most of the agriculturally zoned land. The manufacturing of cement block, brick, and associated secondary

sand and gravel uses were also prevalent near the river. Most of the sand and gravel activities have now been discontinued and are being replaced with multi-tenant buildings.



A 250-acre site is still being used for sand and gravel processing on the north side of Mission Gorge Road, generally between Princess View Drive and Margerum Avenue. This quarry has been in operation since 1927 and is currently operating under a Conditional Use Permit (CUP) that expires in 2033. The CUP regulates the mining, processing, storage and sale of natural resource material. A master reclamation plan for the 250 acres covered within the CUP, as well as 170 acres from which sand deposits have previously been mined, establishes goals and general guidelines for the reclamation of the project area upon completion of mining activity. Final reclamation is to be accomplished in phases with the approval of precise reclamation plans.

Because of the central location of Grantville within the metropolitan area and its proximity to the interstate highway system, the 1973 Navajo Community Plan recommended that the Fairmount Avenue area be developed as the nucleus of a distribution complex. A number of warehousing, wholesaling, and distributive uses are located in this area, however the largest of these uses, the 7-Up bottling plant, has moved out of the area. A 114,000-square-foot Kaiser medical office facility and a 530-car parking structure are under construction on the site of the former 7-Up plant.

Much of the land in Grantville that is designated for industrial use has been developed with office and retail uses due to the multi-tenant office and commercial uses permitted in the M-1A Zone. Typical uses within the Grantville's industrial area are real estate and other business service uses; heating, plumbing, and related services; engineering and electrical services; small equipment manufacturing and repair; building contractors; wholesale and retail trade; and auto sales and repair.

Industrial Zoning

Approximately 148 acres of industrial land are in the M-1A Zone and approximately 90 acres are in the M-1B Zone. The M-1A Zone permits a broad range of light industrial uses as well as retail commercial and office uses allowed in the M-1 and C (commercial) zones. The M-1B Zone permits light industrial uses and a limited number of heavy commercial uses (auto sales, lumber yards, garden supplies, etc.); retail uses are limited to those that are accessory to manufacturing, warehousing or distribution of products on the same premises.

The M-1A and M-1B zones were applied to Grantville in the mid-1970s to replace M-1 zoning. The M-1 Zone is a permissive industrial zone, permitting most commercial uses as well as residential uses, with minimal development standards. Much of the development that occurred under the M-1 Zone, or prior to 1954 when the majority of Grantville was annexed to the City, has little or no off-street parking, landscaping, or setbacks, and is typically on small lots.

Requirements for landscaping, screening, and off-street parking areas have been increased in the M-1A and M-1B zones, and development that has occurred more recently under these zones has improved the appearance of Grantville. However, the M-1A and M-1B development standards were originally designed for low intensity (typically one story) industrial uses and are not adequate for multi-story office or multi-tenant development.

Both the M-1A and M-1B zones permit a variety of nonindustrial uses which may have greater parking requirements than are specified in these zones. The M-1A and M-1B zones require that 40 to 50 percent of the lot area be devoted to parking, circulation, and loading. This requirement results in large expanses of pavement while not necessarily providing an appropriate amount of parking based on the needs of the particular uses. (Descriptions of industrial zone requirements are as of 1988.)

OBJECTIVES

The principal or overriding industrial objective to guide the long-range development of Navajo is to: **ENCOURAGE INDUSTRIAL DEVELOPMENT AND REDEVELOPMENT WHICH CAPITALIZE ON THE AREA' S CENTRAL LOCATION WITHIN THE METROPOLITAN AREA.**

To achieve this principal objective, the following additional objectives were also adopted:

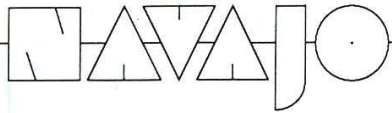
- Ensure that the appearance and effects of industrial uses are compatible with the character of the surrounding residential and commercial areas and the sensitive resources of the San Diego River.
- Ensure that industrial development along the San Diego River is designed to minimize impacts to this sensitive resource.
- Develop a circulation network that will provide for less congested access to the Grantville industrial area.
- Ensure the provision of adequate off-street parking and loading facilities for new uses in proportion to the need of the particular uses.





PROPOSALS

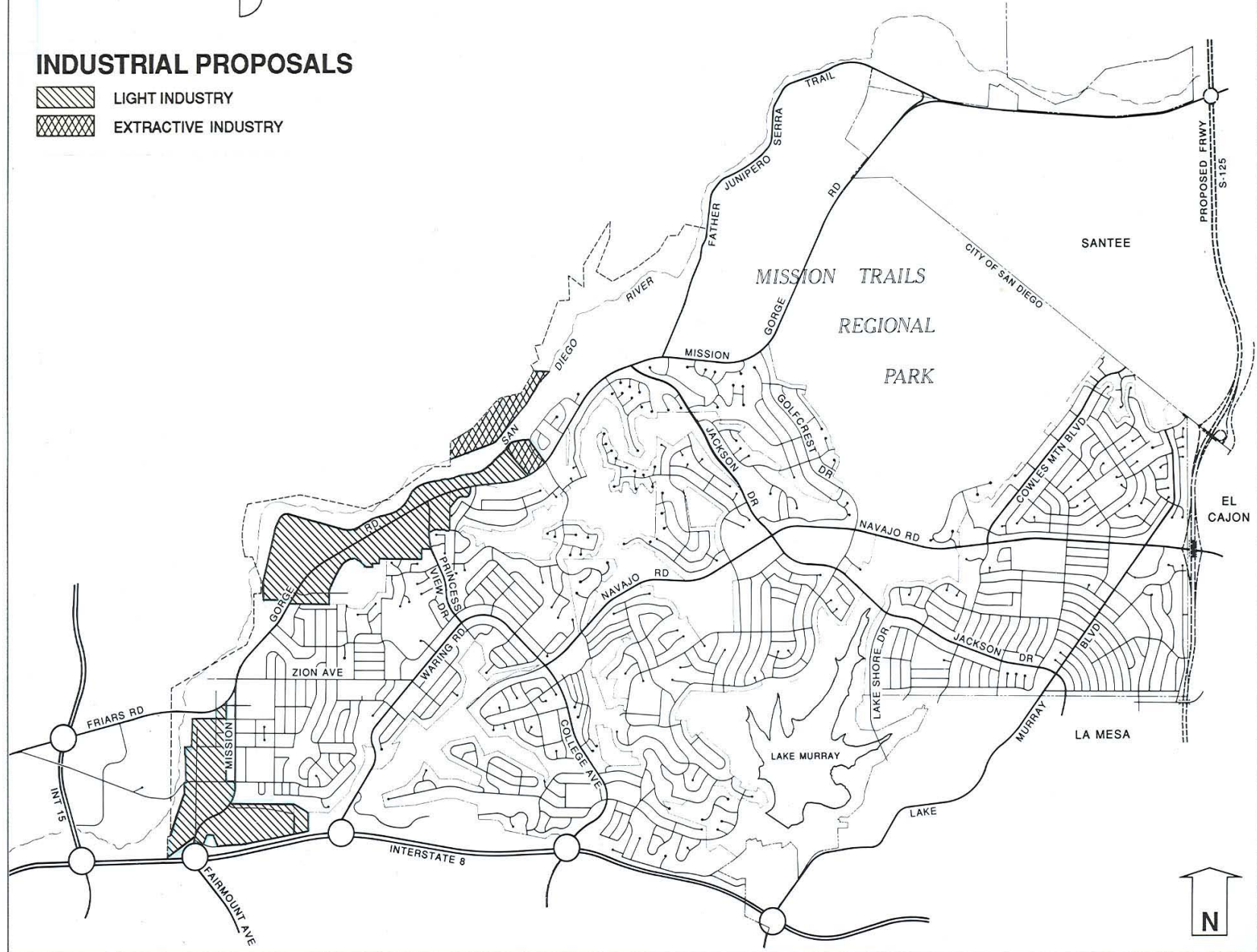
Based on the existing conditions and objectives identified above, the following general proposals were established to encourage industrial development that is compatible with the residential character of the Navajo community.

- A planned industrial development (PID) or master PID should be required for any property rezoned to an industrial zone to ensure quality site design, and compatibility with the San Diego River environment and surrounding residential areas where appropriate. A master PID establishes design guidelines and standards to be used in the review of subsequent detailed site-specific projects. The PID document shall include a conceptual site plan showing the general location of proposed uses; a list of permitted uses; a preliminary grading plan; and master circulation, landscaping and sign plans. After approval of the master PID, projects will be reviewed and approved ministerially by the Planning Department if they are found to be consistent with the approved master PID. The design guidelines identified in this Industrial Element shall be consulted in the design and review of the master PID.
- Future development of the remaining sand and gravel operation and the previously mined 170 acres should be accomplished under a master planned industrial development (PID) permit process. This property is bounded on the south by a major element of the regional transportation network (Mission Gorge Road) and on the north by the San Diego River, a regionally significant natural resource. A master PID will provide an opportunity for comprehensive review of the relationship between proposed development and the ultimate reclamation plan for the San Diego River, coordination of open space and pathways with Mission Trails Regional Park, traffic impacts to Mission Gorge Road and the proposed State Highway 52 interchanges.
- The area south of Mission Gorge Road generally between Old Cliffs Road and Princess View Drive is designated for development as an industrial park complex. This property is highly visible from Mission Gorge Road, as well as from the residential areas above the river basin in Allied Gardens and Tierrasanta. Future development under the M-1B Zone is recommended; however, a planned industrial development permit should be required to ensure coordinated, quality design and compatibility with the residential uses adjacent to this site.
- The permitted uses in the Grantville industrial area south of Friars Road and near the Mission Gorge Road and Princess View Drive intersection should continue to be those of the M-1A and M-1B zones; however, the development standards of these zones are not adequate to ensure that new development will meet the objectives of this community plan. The following design standards are provided as supplemental development regulations to the M-1A and M-1B zones for the area indicated as Area 3 on the Grantville/Mission Gorge Road area map (page105).



INDUSTRIAL PROPOSALS

-  LIGHT INDUSTRY
-  EXTRACTIVE INDUSTRY



CITY OF SAN DIEGO • PLANNING DEPARTMENT

Community Plan Implementation Overlay Zone (CPIOZ)

Compliance with these regulations will be determined through a ministerial (Type A) Planning Director review in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Section 101.0457).

Development proposals that do not comply with the following supplemental regulations and the regulations of the underlying zone shall apply for a discretionary (Type B) CPIOZ permit or a planned industrial development (PID) permit. Applications for a Type B CPIOZ permit or a PID permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the Planning Director in accordance with the procedures of the Community Plan Implementation Overlay Zone (Municipal Code Sections 101.0457.D through G).

Within the industrially zoned area in Grantville, no building, improvement, or portion thereof shall be erected, constructed, converted, altered, enlarged or established until a CPIOZ permit is obtained. A CPIOZ permit is not required for any of the following:

- a) interior improvements to an existing building that do not involve a change in use or provide additional floor area;
- b) interior modifications or repairs, or exterior repairs or maintenance for which a building permit is not required;
- c) demolition, excavation, grading, or removal of vegetation; and
- d) any development processed as a planned industrial development.

Supplemental Development Regulations

Floor Area Ratio (FAR):

New development processed under ministerial (CPIOZ Type A) review shall not exceed a floor area ratio of 1.0. Development proposals that exceed a floor area ratio of 1.0 shall apply for a discretionary permit. The discretionary review process should address; 1) the design and fit of the project in relation to surrounding development, including conformance with the design guidelines of this Industrial Element; 2) the ability of Mission Gorge Road and adjacent streets in Grantville to accommodate additional travel demand; and 3) promotion of the Employer Transit Assistance Program (ETAP) in which employers subsidize monthly transit passes for employees to encourage transit use. The program is administered through Metropolitan Transit Development Board (MTDB) and Ridelink.

Building Setback Adjacent to the River:

All structures within 150 feet of the San Diego River's 100-year floodway shall be designed to step back from the floodway so that low story buildings are adjacent to the river with the higher stories tiered away from the river. Buildings shall be set back or stepped back from

the floodway at a ratio of one foot for each foot of building height with a minimum setback of 20 feet.

Offsetting Planes and Facade Variations:

Any building facade which faces a public street or the San Diego River shall have a minimum of three offset building planes or three distinct building facade variations, or a combination of offset building planes and facade variations which meets the intent of this requirement.

An offset building plane is distinguished by an average horizontal or vertical difference of two feet measured perpendicular to the adjacent plane. Each offset plane shall constitute at least 20 percent, but not more than 50 percent of each building facade.

A building facade variation is distinguished by a distinct change in materials, textures, colors, or any combination thereof. Each variation shall constitute at least 20 percent, but not more than 50 percent of each building facade.

Building Reflectivity:

No more than 30 percent of any single elevation of a building's exterior may be constructed of a material with a light reflectivity factor greater than 25 percent.

Equipment Enclosure:

All mechanical equipment and appurtenances shall be screened on all sides so that they appear to be an integral part of the overall architectural design of the building. The screening may include grillwork, louvers, or latticework.

Wind generated turbines shall not be screened but shall be painted to match the rooftop color.

No merchandise, material or equipment shall be stored or displayed on the roof of any building.

Outdoor Storage and Display:

Outdoor storage areas shall be located in interior side or rear yards only, except that no outdoor storage area shall be located between the building wall line and the San Diego River.

Outdoor storage areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. No material or equipment shall exceed the height of the fence, wall or structure.

Outdoor display of the following merchandise sold on the premises shall not be subject to the storage requirements above but shall meet the landscaping requirements for vehicular use areas of the Citywide Landscape Ordinance:

Automobiles (usable)
Trailers
Artwork and pottery

Boats (usable)
Equipment and tools
Flowers and plants

Refuse Collection Areas:

Refuse collection areas shall be located in interior side or rear yards only, except that no refuse collection area shall be located between the building wall line and the San Diego River.

Refuse collection areas shall be screened with a solid six-foot fence or wall or an enclosed structure. All such fences, walls or structures shall be of a similar material and color as the main building. Deposited refuse shall not be visible from outside the refuse screening.

Loading Areas:

Loading and service areas shall be located in interior side or rear yards only, except that no loading or service area shall be located between the building wall line and the San Diego River.

Parking Requirements:

No parking area shall be located between the building wall line and the San Diego River unless a landscape buffer is provided between the parking area and the required setback from the river. The landscape buffer shall be a minimum of eight feet wide and shall be planted in accordance with Sections 101.0706.A.6. and C. of the Citywide Landscape Ordinance; however, in no case shall the minimum landscape area width of eight feet be reduced by the use of a site wall.

Off-street parking shall be provided by use as follows:

Spaces/Square Feet of Gross Floor Area

for wholesale, distribution and manufacturing uses	1/1500
for business and professional offices	1/300
for medical and dental facilities	1/250
for commercial uses that take access from Mission Gorge Road	1/250
for all other commercial uses	1/300

These parking requirements shall replace the parking area requirement of the M-1B and M-1A zones (Municipal Code Sections 101.0435.2E and 101.0436B). If the citywide industrial parking requirements are revised, the new standards will replace those identified above.

Curb Cuts and Driveways:

On Mission Gorge Road, south of Friars Road, one curb cut shall be permitted for each lot with frontage on Mission Gorge Road. One additional curb cut may be permitted for each 150 feet of frontage on Mission Gorge Road. No driveway shall exceed a width of 25 feet measured at the property line.

On Mission Gorge Road, north of Friars Road, curb cuts shall be in conformance with the Street Design Manual standards for primary arterials.

Pedestrian Access:

A continuous 10-foot minimum width pedestrian/bicycle path shall be provided along the San Diego River frontage within the 20-foot minimum setback.

All structures within 150 feet of the San Diego River's 100-year floodway shall provide at least one pedestrian entrance from the structure to the river path.

Signs:

Signs shall be in conformance with the Citywide Sign Regulations (Municipal Code Section 101.1100) with the following exceptions:

Ground signs other than monument signs shall not be permitted in the industrial zones except on lots that have frontage on Mission Gorge Road or the southerly 500 feet of Fairmount Avenue (i.e., 500 feet south of the intersection of Mission Gorge Road and Fairmount Avenue). Monument signs shall not exceed a height of six feet.

On Mission Gorge Road, ground signs shall not exceed the height of the building or the citywide height limit of 30 feet, whichever is less, unless they meet the definition of freeway oriented signs in Municipal Code Section 101.1101.56.

A landscaped area shall be provided at the base of all ground signs. The size of the landscaped area shall be equal to or greater than the area of the sign face.

Landscaping:

Landscaping shall be provided as required by the Citywide Landscape Ordinance. For the streets identified below, trees in the public right-of-way shall be chosen from the following species to be consistent with the predominant species in the area.

Street	Tree Species	
	Botanical Name	Common Name
Friars Road	Platanus acerifolia	London Plane
	Liquidambar styraciflua	Sweetgum
	Platanus racemosa	California Sycamore
Mission Gorge Road, northeast of Friars Road	Platanus acerifolia	London Plane
	Liquidambar styraciflua	Sweetgum
San Diego River	Platanus racemosa	California Sycamore
	Populus fremontii	Cottonwood
	Salix hindsiana	Black Willow
	Sambucus	Elderberry
Mission Gorge Road, south of Friars Road	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Riverdale Street	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Cupaniopsis anacardioides	Carrotwood
Twain Avenue	Pinus canariensis	Canary Island Pine
	Koelreuteria paniculata	Goldenrain Tree
Alvarado Canyon Road	Koelreuteria paniculata	Goldenrain Tree
	Liquidambar styraciflua	Sweetgum
Fairmount Avenue	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree
Vandever Avenue	Liquidambar styraciflua	Sweetgum
	Jacaranda mimosifolia	Jacaranda
	Koelreuteria paniculata	Goldenrain Tree

Design Guidelines

The following design guidelines will be used in the review of discretionary projects:

- Architecture, building color and texture should be coordinated within larger industrial developments. In smaller developments similar or complementary architectural elements should be used to provide continuity between existing and new developments.
- Building design should include variations in wall texture, color or material, variations in upper floor setbacks and the use of varied roof forms. All buildings should incorporate some form of shadow relief where pop-outs, offsetting planes, overhangs, and recesses are used to add visual interest. Large, unbroken expanses of wall should be avoided.
- Exterior building walls should be constructed of durable, permanent materials such as textured concrete, stone, brick, stucco, wood or glass. Reflective glass should not be used, particularly in areas adjacent to the San Diego River or heavily traveled roadways because of problems with reflected heat and glare.
- The rear elevations of buildings that face the San Diego River or are visible from the street should be as well detailed and visually interesting as the front elevations.
- Industrial developments should consist of several smaller buildings rather than large building masses to prevent the appearance of a wall of development along the street, particularly along Mission Gorge Road.
- Building height should be restricted where industrially zoned property abuts residential property to reduce impacts to the residential areas.
- All outdoor storage, refuse collection, and loading areas should be located in interior side or rear yards. Where industrial development abuts residentially zoned property, special consideration shall be given to locating these facilities in areas least disruptive to adjacent residential uses. Where industrial development abuts the San Diego River these facilities shall not be located between the building and the river.
- Because building roofs are visible from surrounding residential properties, they should be carefully designed. Roof mounted equipment should be avoided. If roof mounted equipment is provided, all equipment and appurtenances shall be designed so that they appear to be an integral part of the overall architectural design of the building.
- Multi-building industrial development should provide a coordinated sign program. Pole signs should not be permitted in the industrial zones except on Mission Gorge Road, south of Twain Avenue, where development is more commercial in nature. Monument and wall signs should be used instead of pole signs in the industrial areas.
- Fences should be constructed of wood, masonry, wrought iron, or a wood-masonry combination. Fencing should use pilasters, offsets or some other form of visual relief to break up the linear nature of the fence.

- Curb cuts should be minimized by the use of common, joint use driveways and/or consolidation of lots.

The following additional guidelines are provided for new industrial development on both sides of Mission Gorge Road, from just south of Old Cliffs Road to Margerum Avenue:

- A 25-foot landscaped setback should be provided along Mission Gorge Road. Landscaped parkways should be provided between the sidewalk and the curb on Mission Gorge Road and on any interior circulation system. A landscaped median should be provided in Mission Gorge Road. Paving patterns and landscaping should be consistent with the existing medians to the south on Mission Gorge Road. Maintenance should be assured through formation of an assessment district or a similar mechanism.
- Access and circulation design should provide continuous pedestrian and bicycle access along public streets and to uses within the development. Bicycle parking facilities should be conveniently located near the entrances of buildings, without blocking pedestrian traffic. No parking areas or driveways should be located between the structures and Mission Gorge Road.
- Development adjacent to the San Diego River should be designed to avoid impacts to riparian species including noise, glare and shading impacts. Buildings should be set back 150 feet from the riparian habitat. A buffer of 100 feet should be provided in which no improvements are permitted. This buffer should be planted with vegetation native to the river to provide separation and screening for the protection of wildlife habitat from human disturbance. Passive uses such as pathways or viewing areas should be provided within the next 50 feet. Paths within this 50-foot buffer should be designed to focus activity (and potential access) away from sensitive habitat areas. Viewing or picnic areas should be located where they will not impact the riparian habitat. Access to the habitat should be discouraged through the use of planting clusters and screens.

OPEN SPACE RETENTION AND UTILIZATION

INTRODUCTION

In its broadest sense, the term "open space" refers to all land that is not used for buildings or structures. It may be either urban or non-urban. Open spaces affect the character of development and vice versa. Among other things, open space offers aesthetic variety and relief, shapes the environment, stabilizes other land uses, reduces noise and conserves natural resources.

The reasons for retention of open space are many. The more important of these were spelled out by the late President Kennedy in a special message to Congress: "Open space must be reserved to provide parks and recreation, conserve water and other natural resources, prevent buildings in undesirable locations, prevent erosion and floods and avoid the wasteful extension of public services and control the rate and character of community development."¹

Urbanization is frequently unattractive and ugly. However, it need not be so; if man desires, he can remedy the physical blight and decay within aesthetically offensive areas by strategically introducing openness and greenery, thus providing sorely needed leavening for both visitor and resident.

Open space can serve a most important function by inhibiting that amorphous type of development commonly referred to as "urban sprawl", an affliction visited upon so many large urban areas. Open space also serves to limit concentrations of people and improvements under aircraft flight patterns or on floodplains. It should be used to minimize development in areas subject to geological hazards such as earth slippage and landslides.



1. President John F. Kennedy, "Our Nation's Housing," an address to the first session of the 87th Congress, March 9, 1961.

Open space has economic value and indirect benefits that are not generally recognized. For example some lands within highly urbanized areas may be more expensive to develop from the public standpoint than they are worth. As has been pointed out in a recent study, the "(d)irect public benefits of a regional open space system would include:

- Income from leases on open space lands for agricultural, recreational, or other compatible uses.
- User benefits (in terms of dollar values) accruing to the public.
- The non-recoverable value of the public's investment in open space land."²



Indirect benefits deriving from the impact of the open space program on urban development patterns would include a series of non-measurable social, economic, and environmental benefits. In addition, a savings in utility costs might also be realized.

Open space may prove directly profitable in other cases as well. A number of examples have been reported where urban open space, especially in the form of city parks, has enhanced the value of surrounding properties to the point where the tax received from those properties exceeds any tax yield that might have been realized had the area of open space been built upon. A good example in the City of San Diego is the area surrounding Balboa Park.

This plan is an attempt at fulfilling our obligation of leaving a meaningful legacy to future generations. For the long-range good of the entire community, generous expansions of natural open space must be preserved.

In summary, the case for open space in aggregate is impressive. While specific quantitative standards, like those utilized in determining needs for neighborhood and community park facilities, have not been developed for open space systems, the City of San Diego and the Navajo community have recognized this need.

A unique feature in the Navajo Community Plan is the open space element designed to preserve the river, scenic canyon and hillside areas, and to link elements of the community. The proposed open space areas will become green belts and will provide areas for pedestrian, bicycle or equestrian uses. The open space system conceived for the Navajo community envisions that the canyon and hillside areas could be used for both active and passive recreational uses. The majority of open space, however, will probably remain in its natural state, with pathways and picnic areas.

2. **AN OPEN SPACE SYSTEM** for the San Diego Region, San Diego Comprehensive Planning Organization, Open Space Study: Report No. 1, Livingston & Blayney, Royston, Hanamoto, Beck and Beck, April 1972.

The study area contains many outstanding examples of open space as defined above. There are over 700 acres of scenic canyons, including Mission Gorge, which are dominant topographical features of the Navajo community. These canyons contain a natural reserve of trees and wildlife--resources that are quickly vanishing from the San Diego scene.

The San Diego River, another significant feature of the community, traverses Mission Trails Regional Park through Mission Gorge and is responsible for creating much of the existing topography. That portion of the river located in the northeast section of the community has been significantly altered as a result of an ongoing sand and gravel extraction operation. Much of the area in and around the river has already been mined and is currently being used for industrial and contractor storage and operation uses.

A mix of retail, industrial and industrial office park uses have been developed along that portion of the river that forms the western boundary of the Navajo planning area. The existing development has not taken advantage of the aesthetic qualities of the river environment, nor the passive recreation value of the river and wetlands abutting these sites, but has instead turned its back on the river. It is critical that future development proposals along the river be required to incorporate sensitive site design in addition to providing measures for protecting riparian habitat.

OBJECTIVES

Because there is pressure for intense use of land located within the urban complex, the following principal or overriding open space objective was adopted:

DESIGNATE AND PRESERVE OPEN SPACE BEFORE DEVELOPMENT TAKES PLACE. In this way, it is possible for the best land available for recreation and open space to be preserved to provide a framework for subsequent development. The assignment of a high priority to recreational open space development requires immediate action if preservation is to take place.

The Navajo community recognizes that there is a need to provide adequate and accessible open space for the needs of the population and that without positive action the community may lose this valuable open space through the development of the river area, canyons and hillsides. Therefore, the following additional objectives were adopted:

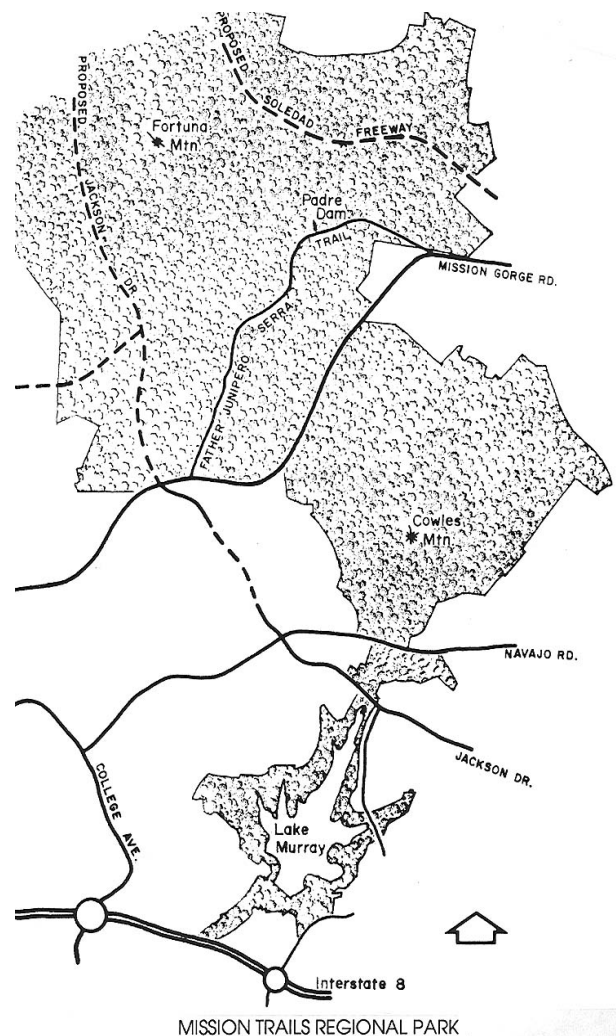
- Preserve, improve and reconstruct the wetlands and riparian habitat areas in and along both sides of the San Diego River.
- Enhance and maintain the aesthetic and recreational qualities of the San Diego River corridor as part of the open space system.
- Conserve the present amenity of Navajo, Rancho Mission, Mission Gorge and other canyons for the enjoyment of this generation and as a legacy for succeeding generations.
- Establish and preserve a total open space system in perpetuity and guard against its commercialization. Preserve the natural environment including wildlife, vegetation, and terrain.

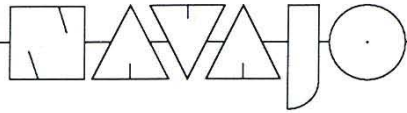
- Permit only those uses within the system that are compatible with the open space concept.
- Insure that any public improvements such as roads, drainage channels and utility services and any private lessee developments be compatible with the objectives of the open space system.
- Insure that development of properties adjoining the open space system is in a manner compatible with the natural environment and in conformance with the Mission Trails Design District and Manual, the San Diego River Wetlands Management Plan, and any subsequently adopted programs which address the San Diego River area.

PROPOSALS

The overall system entails a network of open space belts connecting larger open space areas. These areas for the most part are located in the canyons, along the San Diego River, and on Cowles Mountain as shown on the following map.

- The open space areas, including over 700 acres divided among Navajo Canyon (179 acres), Rancho Mission Canyon (258 acres), and Mission Gorge (300 acres), should be preserved in a substantially open character. Mission Gorge (the San Diego River System) should be given high priority for acquisition as a part of the City's open space system.
- Open space should initially be maintained in its natural condition. Studies, however, should be undertaken to determine uses compatible with the open space concept. Such uses, designed with consideration for topography, vegetation and access, may include archery ranges, hiking, biking trails, picnic facilities, wildlife preserves, and non-vehicular camping facilities.
- Any public improvements such as roads, drainage channels and utility services as well as any private lessee developments should be compatible with the objectives of the open space system. No through roads will be permitted except for the extension of Navajo Road, designed to parkway standards, through Navajo Canyon and the extension of Jackson Drive.
- Safe, convenient access should be established and maintained to all open space areas.

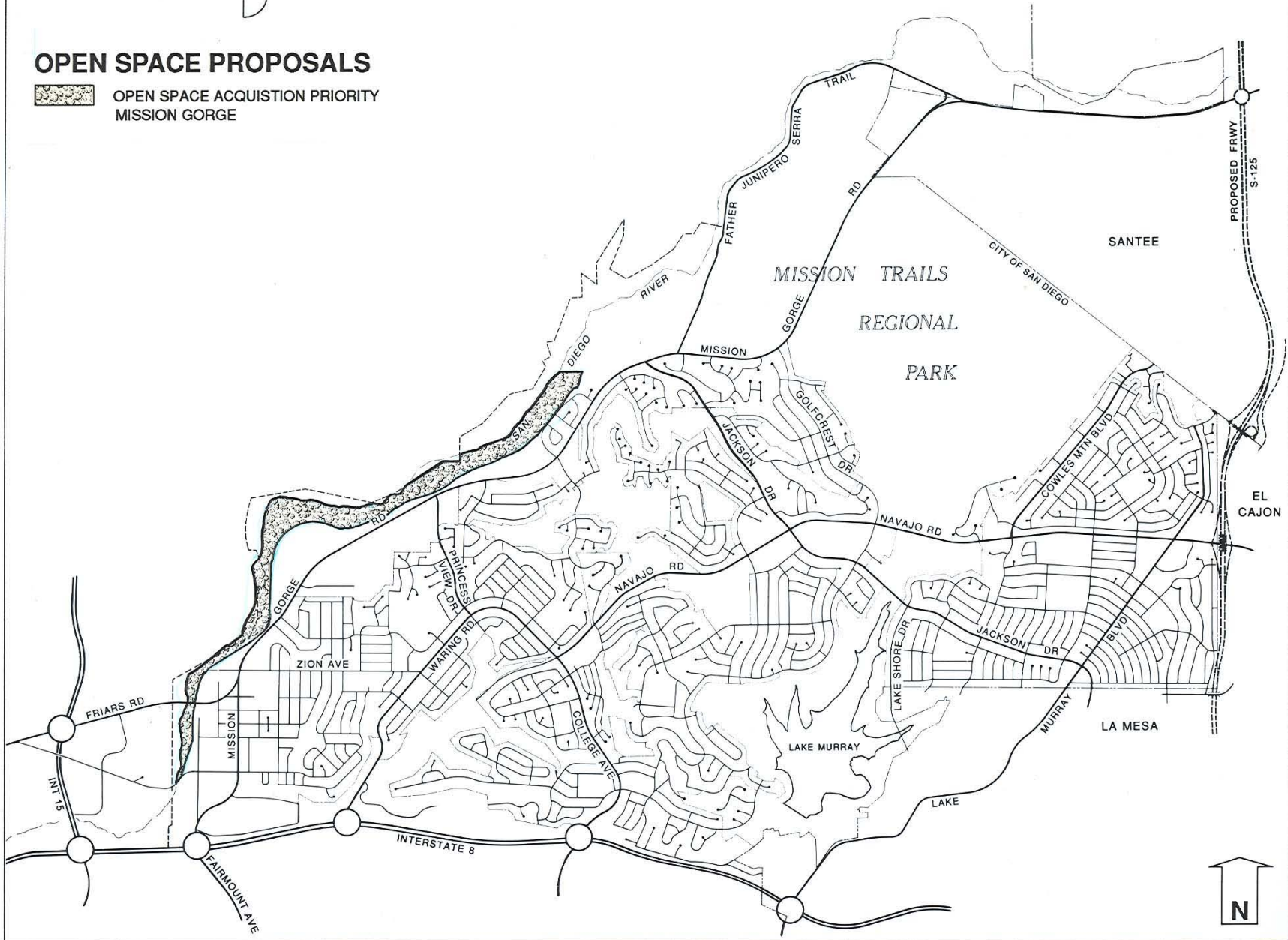




OPEN SPACE PROPOSALS



OPEN SPACE ACQUISITION PRIORITY
MISSION GORGE



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In the event that those open space areas illustrated on page 53 within Area 1 are not acquired they should be permitted to develop according to the following guidelines:

- Low residential densities not to exceed one dwelling unit per acre in those areas falling within the Hillside Review (HR) Zone, except as noted below.
- In all cases improvements should implement the intent of the HR Zone, which is to “insure that development results in minimum disturbance of natural terrain.”

The implication of this requirement is that densities for a given ownership will be transferred and clustered on the flattest and most developable land.

- Development in open space areas, including those in the HR Zone, should be guided by the following additional criteria:
 - slopes of 0-12 percent should be permitted to develop up to two dwelling units per acre.
 - slopes of 13-24 percent should be permitted to develop up to two dwelling units per acre.
 - slopes of 25 percent and greater should be permitted to develop no more than one dwelling unit per acre.

An exception to the above guidelines is:

- That portion of the Navajo Canyon westerly of Waring Road, which should be limited to residential use of one dwelling unit per acre due to its location, restricted access and projected traffic conditions. A Planned Commercial Development for this area would be considered to allow for uses compatible with the open space concept, such as plant nurseries, etc.
- Residential development within the canyons should be designed to preserve natural amenities such as topography, trees and streams in an open space linkage system. Further studies would have to be undertaken to minimize problems such as drainage, unattractive hillside cuts, access, and inadequate public facilities resulting from increased population.
- If the canyons adjacent to existing or future school sites are not obtained for open space, a neighborhood park with a minimum of five acres should be reserved next to each school.
- Development along the San Diego River should be regulated to minimize disturbance to wetland habitat areas. A Wetlands Management Plan, completed as an element of the Mission Valley Community Plan, has established guidelines for development of the southernmost portion of the river located in the Navajo community (from Friars Road to Camino Del Rio North). These guidelines have been incorporated into the Community Plan Implementation Overlay Zone (CPIOZ) supplemental regulations described in the Industrial Element (page 35). All development proposals for property within 150 feet of the San Diego River's 100-year floodplain will be required to comply with the CPIOZ

regulations or be processed as a discretionary permit.

The remaining property along the northern portion of the river (between Friars Road and Mission Trails Regional Park) is, for the most part, still in agricultural zones. Future development proposals for these properties should be reviewed to ensure minimum disturbance to the river environment and coordination of open space areas, pedestrian paths and bicycle paths.

A Habitat Conservation Plan (HCP) is being prepared by the San Diego Association of Governments for the San Diego River. The HCP is intended to protect the endangered least Bell's vireo, a small migratory songbird which nests in riparian habitat areas in southern California. The population of vireos has been declining over the last 40 years due in part to the loss of riparian habitat to encroaching development. The goals of the HCP are to preserve and expand the riparian habitat upon which the vireo depends and to reconcile the objectives of public and private landowners with the environmental objectives of habitat conservation. Once adopted, the HCP will govern development along the San Diego River.



- Establish regulatory zoning in the form of the Floodway (FV) and Floodplain Fringe (FPF) Zones along the entire length of the river corridor. The City Engineer should prepare the studies leading to the application of these zones.
- Establish hiking trails in the San Diego River Basin through Mission Gorge, which will minimize impacts to the riparian habitat. Trails should be located adjacent to the river within the buffer area in a manner that focuses activity away from sensitive habitat areas. Access to the habitat area should be discouraged through the design of the trails and the use of specialized plantings. Because horses can attract the brown-headed cowbird, a least Bell's vireo nest parasite, it is necessary to mitigate the effects of equestrian activities when they are near vireo habitat. During nesting season the trails should be closed.
- Restoration of the riparian habitat in the floodway should be pursued in lieu of channelization. If potential impacts to public health or safety clearly necessitate channelization, the channel should be soft-bottomed and soft-sided, and should be designed of sufficient width to support riparian vegetation across the width of the channel and to convey the 100-year flood.

PARKS AND RECREATION

EXISTING CONDITIONS

Considerable progress, both in terms of acquisition and development, has occurred since the 1973 Community Plan to fulfill this community's overall park needs. To date, the City has acquired seven neighborhood park sites and three community park sites, and has constructed a community swimming pool.



In addition, this community lies adjacent to the City's largest resource-based park (Mission Trails Regional Park--approximately 6,200 acres). The master plan for this Regional Park envisions both passive and active uses which will increase this community's recreational potential.

Upon the completion of development of these park sites, this community should be adequately provided with park and recreation facilities sufficient to satisfy the General Plan Guidelines and Standards for the City of San Diego.

NEIGHBORHOOD PARKS

Ideally, neighborhood parks serve a population of 3,500 to 5,000 persons living within a one-half mile distance. Such parks typically include a play area, multipurpose courts, tiny tots play areas, and picnic facilities. Based on General Plan Guidelines and Standards, neighborhood parks should contain at least five usable acres when located adjacent to an elementary school and 10 usable acres when not located adjacent to an elementary school.



The current status of Neighborhood Parks is described below:

Park Service District #361

Cowles Mountain Neighborhood Park

This 15-acre site, located along Barker Way, has been incorporated into the boundaries of Mission Trails Regional Park. Plans call for this site to serve as a staging area for hikers using Cowles Mountain. Development could include picnic sites and passive open space areas leading to trails up the mountain.

This neighborhood's active play field needs could be met by a joint use development of the Gage Elementary School playground.

Park Service District #372

Dailard Neighborhood Park

This City-owned 5.1-acre site, located on Cibola Road, is adjacent to the Dailard Elementary School and is presently undeveloped. This neighborhood's active play field needs are currently being served through a joint school/park development of 3.2 acres of turfed ball field at Dailard Elementary.

Park Service District #373

Tuxedo Neighborhood Park

This approximately 9.3-acre City-owned site, located on Tuxedo Road, is programmed in the 1982-87 CIP for construction in 1985. Development will probably include turfed open play lawns and tiny tot areas on the level area adjacent to Tuxedo Avenue.

Park Service District #381

Princess Del Cerra Neighborhood Park

This 5.5-acre City-owned site, located on Wenrich Drive, is currently being developed and will provide this area with two small ball fields, a multipurpose court, picnic areas and a tiny tots play area.

Park Service District #382

Grantville Neighborhood Park

This 2.66-acre site, located on Vandever Avenue, has been completed and provides this area with open play lawn, a tiny tots play area, and picnic facilities.

Park Service District #383

Margerum Neighborhood Park

This 18.8-acre City-owned site, located on Margerum Avenue, is programmed in the 1982-87 CIP for development in 1983. Improvements could include multi-sports fields, a tiny tots play area, picnic facilities and paths through the natural open space areas.

COMMUNITY PARKS

General Plan Guidelines and Standards indicate community parks are required to serve populations between 18,000 to 25,000 persons living up to 1.5 miles from the park. They generally provide a wider range of facilities than neighborhood parks and include athletic fields, a recreation center building, multipurpose courts, picnic facilities, a tiny tots area and as needed, horseshoe pits, shuffleboard courts and tennis courts. Ideally, community parks are located adjacent to a junior high school. If so located, a minimum of 13 usable acres is required; if not, a minimum of 20 acres is required. The current status of community park sites is described below:

Park Service District #360

San Carlos Community Park and Recreation Center

This 10.4-acre site is located adjacent to the Forward Elementary School and is fully developed. In addition, 4.5 acres of school playground are available to the area residents through a joint school/park lease arrangement.

Park Service District #380

Allied Gardens Community Park and Recreation Center

This 13.4-acre developed site is located adjacent to Lewis Jr. High School. An additional 4.8 acres of turf ball fields are usable by the community through a joint school/city lease arrangement. This community's swimming pool is located at this site.

Park Service District #370

Lake Murray Community Park and Recreation Center

This City-owned 45-acre site, located along Murray Park Drive, is currently under construction to bring the existing temporary ball fields up to permanent City standards. When ultimately completed in 1985, this park will provide up to 12 ball fields, 8 tennis courts, 3 handball/racquetball courts, a community meeting building, a tiny tots area, 2 multipurpose courts and picnic facilities.

OPEN SPACE PARKS

Park Service District #371

Pasatiempo Open Space Park

This 5.2-acre site, located on Pasatiempo Avenue, is proposed for limited development as a passive open space park, including picnic facilities, to take advantage of the panoramic view offered at the park site. The active play field needs of this neighborhood will be met by Lake Murray Community Park.

Park Service District #381

Adobe Falls Open Park

In addition to the Princess Del Cerro Neighborhood Park, this PSD contains the 4-acre Adobe Falls Open Space Park located at the foot of Adobe Falls Road between Waring Road and College Avenue. This site could provide public access to the San Diego State University land, which together with the City-owned parcel makes up Historical Site No. 80--Adobe Falls.

Navajo Canyon Open Space Park

This park service district also contains the Navajo Canyon Open Space Park containing 143.61 acres. However, if the recommendation for a future street through this canyon (see Circulation Element) were to be implemented, a substantial reduction in the given acreage of this open space would result.

PRIVATE PARK

In addition to the population-based parks in this community, a private park of approximately three acres is operated by the Del Cerro Community Association. This small park, on Del Cerro Boulevard, is fully developed with tennis and multipurpose courts, a small swimming pool and picnic facilities. The courts and swimming pool fill the needs of dues-paying Del Cerro Community Association members. However, the picnic facilities are available for use by the general public and serve to supplement existing City parks in the area.

TABLE 3
SITE AREA AND DEVELOPMENT STATUS OF
RECREATIONAL FACILITIES SERVICING NAVAJO

District	Name & Location	Service Area Pop. (1980)	Site Area (Acres)	Development Status
POPULATION-BASED PARKS – Neighborhood Parks:				
360	Served by San Carlos Community Park and Recreation Center	8,805	10.14	Fully developed
361	Cowles Mountain, Boulder Lake Dr. near Cowles Mountain Blvd.	6,019	15.53	Site indicated on planning map, incorporated into Mission Trails Regional Park
370	Served by Lake Murray Community Park and Recreation Center	4,497	45.28	City-owned, under development
371	Pasatiempo Open Space Park, Wandemere Way near Rancho Park Dr.	5,590	5.12	City-owned, not developed
372	Dailard, Cibola Road near Laurel Ridge Road	3,538	5.10	Joint development with San Diego Unified School District
373	Tuxedo, Tuxedo Road	3,195	9.29	City-owned, not developed
380*	Served by Allie Gardens Community Park and Recreation Center	7,805	13.35	Fully developed
381	Princess Del Cerro, Wenrich Drive	3,684	5.48	Former Pasteur School, fully developed
382*	Grantville, Vandever Ave. near Crawford Street	6,850	2.50	Fully developed
383	Margerum, Margerum Ave. and Larchwood Ave.	3,538	18.84	City-owned, not developed
POPULATION-BASED PARKS – Community Parks:				
	San Carlos Community Park and Recreation Center, Lake Badin Ave. and Adlon Dr.	14,824	10.14	City-owned, developed
	Lake Murray Community Park and Recreation Center, West Shoreline.	16,820	45.00	City-owned, under development
	Served by Lake Murray Community Park and Recreation Center	21,877	22.15	City-owned, developed

District	Name & Location	Service Area Pop. (1980)	Site Area (Acres)	Development Status
RESOURCE-BASED PARKS – Natural Parks:				
	Mission Trails Regional Park (Navajo Portion)	----	3,148.00	Partially City-owned, undeveloped
	Adobe Falls Open Space Park	----	37.50	Resource park in process of acquisition
	Navajo Canyon Open Space Park	----	143.61	City-owned, not developed
RESOURCE-BASED PARKS – Historic Park:				
	Old Mission Dam (included in Mission Trails Regional Park)			

- City-owned land and surplus school sites available

Note: Park and Recreation Centers also serve as the neighborhood park for the area in which they are located.

Park Fee Ordinance

On February 19, 1970, in an effort to assign park development costs to the specific geographical areas, the City Council adopted Ordinance No. 10239. This regulation, commonly referred to as the Park Fee Ordinance, deals with provision of neighborhood and community parks. It requires land developers to contribute money or land for subdivisions and parcel maps that increase the permitted number of dwelling units.

OBJECTIVES

Major park and recreation objectives are to:

DEVELOP SUFFICIENT AND CONVENIENT PARKS AND RECREATION FACILITIES TO SERVE THE EXISTING AND FUTURE POPULATION OF THE COMMUNITY.

DEVELOP PEDESTRIAN AND BIKEWAY LINKAGES BETWEEN OPEN SPACE, NEIGHBORHOOD AND COMMUNITY PARKS AND OTHER RECREATION AND ACTIVITY CENTERS.

Many types of recreation should be provided in the area in order to serve all age groups and interests. Some recreation space should be within walking distance of every dwelling. The more visible the recreation space is in each neighborhood, the more it will be appreciated.

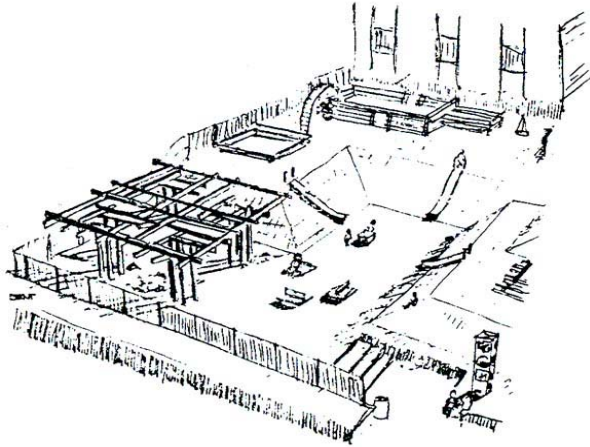
PROPOSALS

- The City and the School District should continue their comprehensive, joint school/park development program. This would enable the City to provide park facilities in connection with elementary or secondary schools.
- The City should retain all park sites adjacent to proposed school sites even though the school sites may be declared surplus. In addition, the City should evaluate surplus school sites for use as parks.
- The feasibility of phasing the development of park and recreational facilities should be considered. Partial development of parks as funds become available would allow for immediate use of these facilities. These parks that serve the immediate neighborhood or community should have their size, design, and purpose oriented to the daily recreational needs of that specific area.

NEIGHBORHOOD PARKS

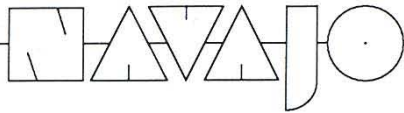
- The City should, in cooperation with the School District, provide playground park facilities at selected elementary schools, such as Gage.
- Develop all City-owned neighborhood parks.

- Investigate the possible City and/or private purchase of the Del Cerro private park.
- Small parks and plazas should be privately developed and maintained in the community and neighborhood shopping centers. These areas would provide not only the open space conducive to pedestrian-oriented shopping, but could be activity areas which children and adults could utilize in conjunction with shopping trips.



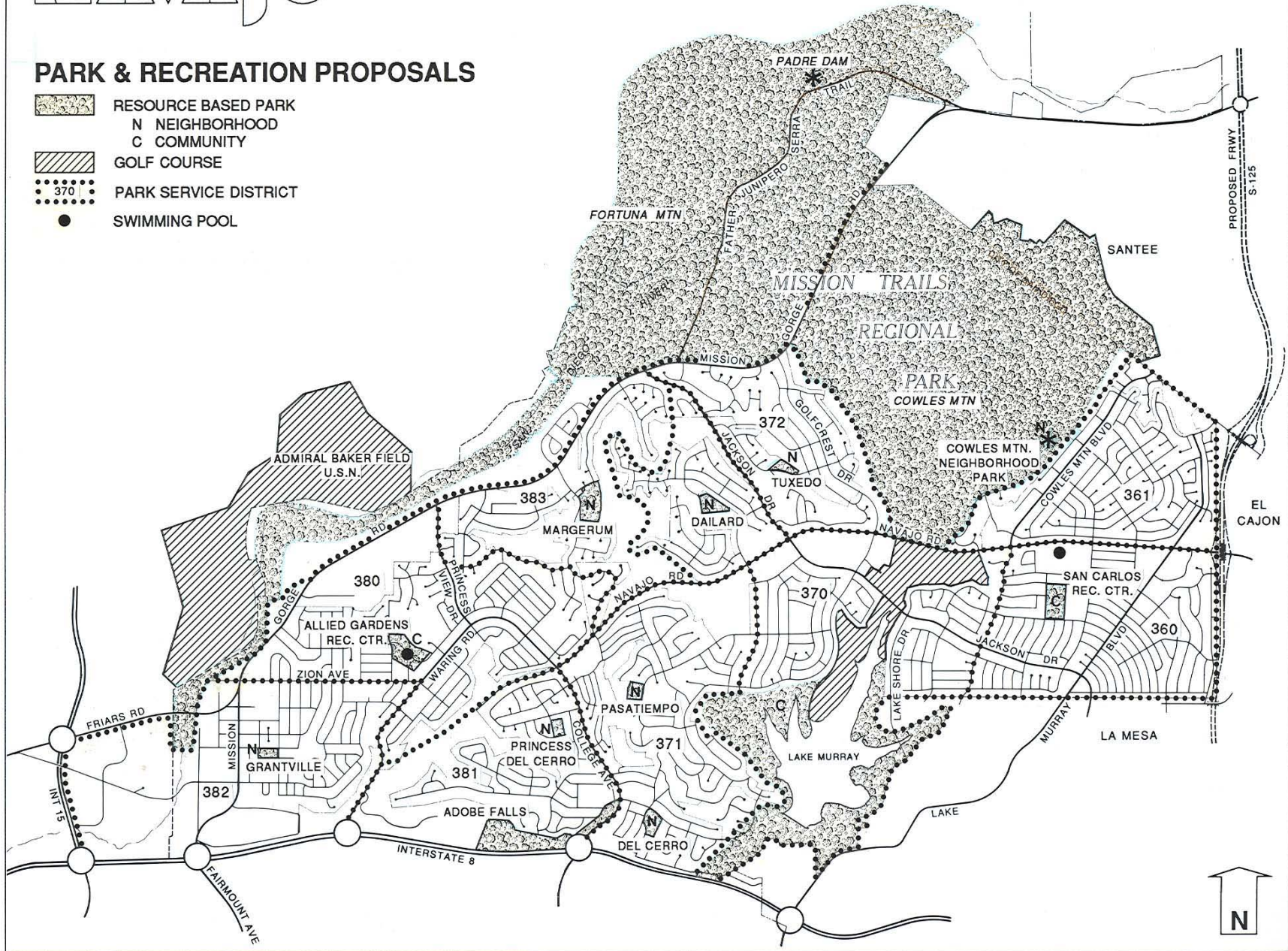
MINI PARKS

- COMMUNITY PARKS
- LAKE MURRAY COMMUNITY PARK is to be developed as soon as possible to serve as a Community Park and Recreation Center, providing a balanced recreational facility compatible with, and complementary to Lake Murray and the Mission Trails Regional Park.
- Develop the City-owned land along Glenroy Street as supplemental acreage for the undersized Allied Gardens Park and Recreational Center.
- The General Plan standards for a swimming pool are to serve a minimum population of 50,000 residents within a radius of 1.5 to 2 miles. The Navajo community has a total population of 50,005, with 21,000 residents representing the San Carlos area. The center of the San Carlos area population is approximately 3.5 miles from the Allied Gardens Recreation Center and swimming pool. This fact makes the use of the community swimming pool by the entire Navajo community difficult. Therefore, it is proposed that a community swimming pool be constructed at a suitable site in the San Carlos area as soon as private funding becomes available.
- Construct a shuffleboard clubhouse at Allied Gardens Park and Recreation Center.
- Install tennis courts at Allied Gardens, and ultimately at Lake Murray Center. Additional courts should be constructed as needs dictate.



PARK & RECREATION PROPOSALS

-  RESOURCE BASED PARK
- N NEIGHBORHOOD
- C COMMUNITY
-  GOLF COURSE
-  PARK SERVICE DISTRICT
- 370
-  SWIMMING POOL



CITY OF SAN DIEGO • PLANNING DEPARTMENT

RESOURCE-BASED PARKS

- Acquire Adobe Falls Open Space Park as soon as possible.
- Develop Mission Trails Regional Park in accordance with the Mission Trails Regional Park Master Plan. The portions of the Master Plan applicable to the Navajo Community Plan cover the following three major geographical areas: Lake Murray, Cowles Mountain and Mission Gorge. (NOTE: Old Mission Dam Historical Park is located in the East Fortuna Mountain geographic area.)

Lake Murray

- Strengthen the role of Lake Murray and its shoreline as an active, water-oriented recreational complex. This entails: (1) expanding the scope and quality of water-related facilities; (2) protecting the lake environment; and (3) transforming the surrounding area into naturally defined spaces for picnicking, playing and other day uses.
- Retain the Navajo Golf Course in perpetuity for recreational use by the public.



Cowles Mountain

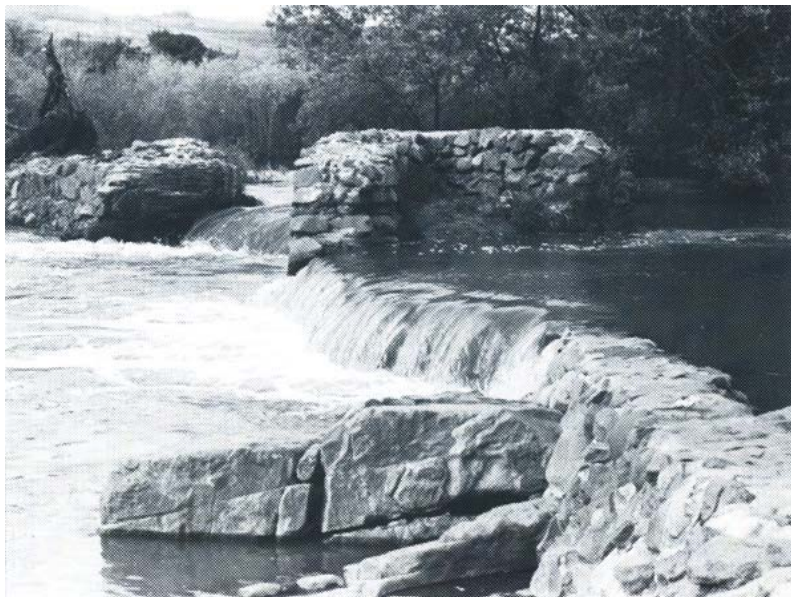
- Due to the importance of Cowles Mountain as an open space backdrop for urban San Diego, limit uses to low intensity daytime activities. Examples include hiking, bicycling and horseback riding, picnicking, photography and nature study.
- Restore the environmental quality of Cowles Mountain by revegetation (in native plant species) and protection from erosion.
- Establish a wildlife monitoring program led by Grossmont College. This is an educational cultural resource that should be made available to other school districts for nature study.
- Any new communication facility on Cowles Mountain should blend with the surrounding area and not be located at the top.
- Protect views of and from Cowles Mountain by implementing development controls on urban development in its vicinity in accordance with the Mission Trails District Design Manual. The Design District provides that no structure shall exceed four stories and in no case shall a structure exceed fifty (50) feet in height.

Mission Gorge

- Concentrate intensive uses in the southern part of the Mission Gorge geographic area. The following facilities are planned for this area: park administrative headquarters, visitor center, day camp, park concessions, amphitheater, and a maintenance storage complex.
- Limit uses in the remainder of Mission Gorge to such low intensity daytime activities as hiking, biking, horseback riding, rock climbing and nature study.

Old Mission Dam (Padre Dam) Historical Site

- Develop a historical/cultural center, botanical garden and equestrian facility north of Old Mission Dam.
- Continue development of the Old Mission Dam Historical Site including landscaping, renovation of the dam, picnic facilities and parking areas.
- It is recommended that nature and equestrian trails are located in open space preserves on Cowles Mountain connecting the park with other recreational facilities in the area. One such trail would traverse Mission Gorge, starting in Mission Valley and terminating in the Cleveland National Forest in the vicinity of El Capitan Reservoir. Lush vegetation along the river helps to make this an ideal hiking and horseback riding trail. The river should be cleaned of litter and refuse as part of any open space maintenance program. This route should be scheduled for implementation in sections because of the problems of obtaining easements through the U. S. Army Admiral Baker Field and the danger of a path through the sand and gravel extraction areas.



PUBLIC SCHOOLS

EXISTING CONDITIONS

The first school opened in Navajo in 1890, at Yard and Mission Valley roads in the subdivision known as Grantville. It contained only one room for all eight grades and was built at a cost of \$1,488. The first year's enrollment was 29, but by the second year, the number of students had dropped to six, which turned out to be only a temporary setback. In 1916, the earlier one-room school was replaced by a modern two-room structure. By 1940, enrollment reached 77 students with two teachers. In 1949, the school was annexed to the San Diego City Schools System and in 1954, the present Grantville educational facility was built.

At the present time, public educational facilities from kindergarten through the university level are located in or immediately adjacent to the Navajo area. These facilities include one senior high school, two junior high schools, ten elementary schools, the university, and a community college in El Cajon. In addition, there are three private schools. The Catholic Diocese of San Diego operates St. Therese Academy, an elementary school for grades one through six. This school was built in 1960 for an enrollment of 500 and at present time plans to continue operation. Kinder-Care Learning Center has classes and facilities for children from six months through grade three. The existing facilities, which were built in 1970, can accommodate 220 students. The majority of students attending the Learning Center are from the Navajo area.

Tifereth Israel Synagogue offers classes for children from kindergarten through grade seven. The existing facilities, which were built in 1979, can accommodate 225 students. In addition to the regular instruction classes, the synagogue offers a preschool program for ages 18 months to five years. The San Carlos United Methodist Church and the Del Cerro Baptist Church also provide preschool and child development programs for the community.

Grossmont Community College, located adjacent to the easterly boundary of the Navajo community, is operated by the Grossmont Community College District. Navajo is in the San Diego Community College District; however, students from Navajo may attend Grossmont Community College by agreement between the two districts.

San Diego State University, located south of the community on College Avenue, has a current total enrollment of 33,330 students. The University has been at this location since early 1931, at which time the enrollment was about 1,500 students. The name at that time was the State Teachers College.

All school structures in the community were built after the 1933 enactment of the Field Act, which provided minimum standards for structural resistance to horizontal forces, especially earthquakes and winds.

Single-family residences, which predominate in the area, originally attracted young families with many school age or younger children. In 1960, the average family size was 3.8. As these children matured, the average family size decreased to 2.8 in 1980.

Enrollment declines experienced in some schools, coupled with current and projected revenue deficiencies, may make it necessary to discontinue the use of some of these schools. In that event, the following alternative land uses are proposed:

1. Other educational programs or institutions, such as special or adult education, university or community colleges, and private or parochial school purposes.
2. Use by other governmental agencies.
3. The community and/or the City should be given the opportunity to acquire the land for community-oriented purposes before the property is marketed and leased or sold for private development.
4. In the event that the property is to be used for private development, the use should be restricted to a residential land use consistent with the density of the surrounding area.

Table 4 shows the optimum school enrollment and usable site area standards as used by the San Diego Unified School District. The three secondary schools (Henry, Lewis and Pershing) and four elementary schools (Forward, Foster, Gage and Dailard) meet the site size standards. Four elementary schools (Hearst, Green, Weinberger and Marvin) are slightly below standard size but are considered adequate for their enrollments. Two elementary sites (Cleveland and Grantville) are substantially below standard size. Present policy calls for providing permanent buildings sufficient to house the estimated long-term stable enrollment with allowance for increasing the enrollment capacity of a permanent school by 20 percent with the use of portable classrooms. The portable classrooms give the School District flexibility in meeting the fluctuating enrollments at the schools.

TABLE 4
OPTIMUM SCHOOL ENROLLMENT AND USABLE SITE AREA STANDARDS
(San Diego Unified School District)

School	Enrollment	Usable Site Area
Elementary	750-1,000	10+ acres
Junior High*	1,500-2,100	15-35 acres
Senior High*	1,800-3,000	15-60 acres
Community College	5,000-7,000	in excess of 123 acres

Exception is made for existing school sites.

* Junior and Senior High School site planning based on Planning Guide Standards of 15 usable acres plus one acre per additional 100 students of predicted ultimate enrollment.

Grantville, Foster, Marvin, Hearst, Gage, Green and Weinberger elementary sites are located on major streets or have their districts bisected by major streets which creates problems in determining safe routes for children to follow to get to school. Some of these major streets do not meet the requirements for marked school crosswalks or for school safety patrol. Walking distance exceeds one-half mile in the Marvin, Hearst, Dailard and Green elementary school

districts. Many parents drive their children to these schools where the distance is excessive or where the safety of the child is endangered. Many parents have formed carpools to transport their children to school at personal expense. Students also attend elementary and secondary schools in the area through integration programs offered by the School District.

Transportation for the majority of these students is provided by the School District.

All secondary schools and the community college are located on or near major streets. Henry High School and Lewis Junior High School are easily accessible to public transportation. Henry can be reached via bus route 115 and Lewis via bus route 13. Pershing is within walking distance of route 115. However, because of the inadequacy of service, most students use other transportation for school trips.

**TABLE 5
EXISTING EDUCATIONAL FACILITIES**

School	Location	Acres	Net Usable Facilities	
			Class Rooms*	Year Built**
PUBLIC				
Elementary and Primary:				
Cleveland	6464 Lake Atlin Dr.	7.06	14	1959
Dailard	6425 Cibola Road	10.00	24	1977
Forward	6460 Boulder Lake	11.92	14	1961
Foster	6550 51st Street	11.11	19	1956
Gage	6811 Bisby Lake	11.68	23	1963
Grantville	6145 Decena Drive	6.04	13	1954
Green	6665 Belle Glade Ave.	8.84	24	1968
Hearst	6230 Del Cerro Blvd.	9.18	14	1959
Marvin	5720 Brunswick Ave.	8.86	19	1958
Weinberger Junior High	6269 Twin Lake Dr.	9.64	14	1963
Junior High:				
Lewis	5170 Greenbrier	21.42	30	1959
Pershing	8204 San Carlos	25.89	33	1964
Senior High:				
Patrick Henry	6702 Wandermere	39.72	72	1969
Community College:				
Grossmont	8880 Grossmont College Dr.	134.00	--	1961
PRIVATE				
Elementary and Primary:				
St. Therese	5835 Navajo Rd.	3.00	--	1960
Kinder-care	7007 Golfcrest Dr.	1.00	--	1970
Tifereth Israel	6660 Cowles Mountain Blvd.	4.00	--	1979

* The student enrollment capacity of all permanent public schools may be increased by moving portable classrooms onto the school site.

** These are the dates of completion of the oldest building on the site.

OBJECTIVES

The principal or overriding educational objective that would guide the long-range development of Navajo is to: ASSURE THAT EDUCATIONAL FACILITIES ARE CONSTRUCTED AND MAINTAINED TO SERVE THE POPULATION OF THE COMMUNITY AND THAT THEY CONFORM TO CURRENT BOARD OF EDUCATION POLICIES.

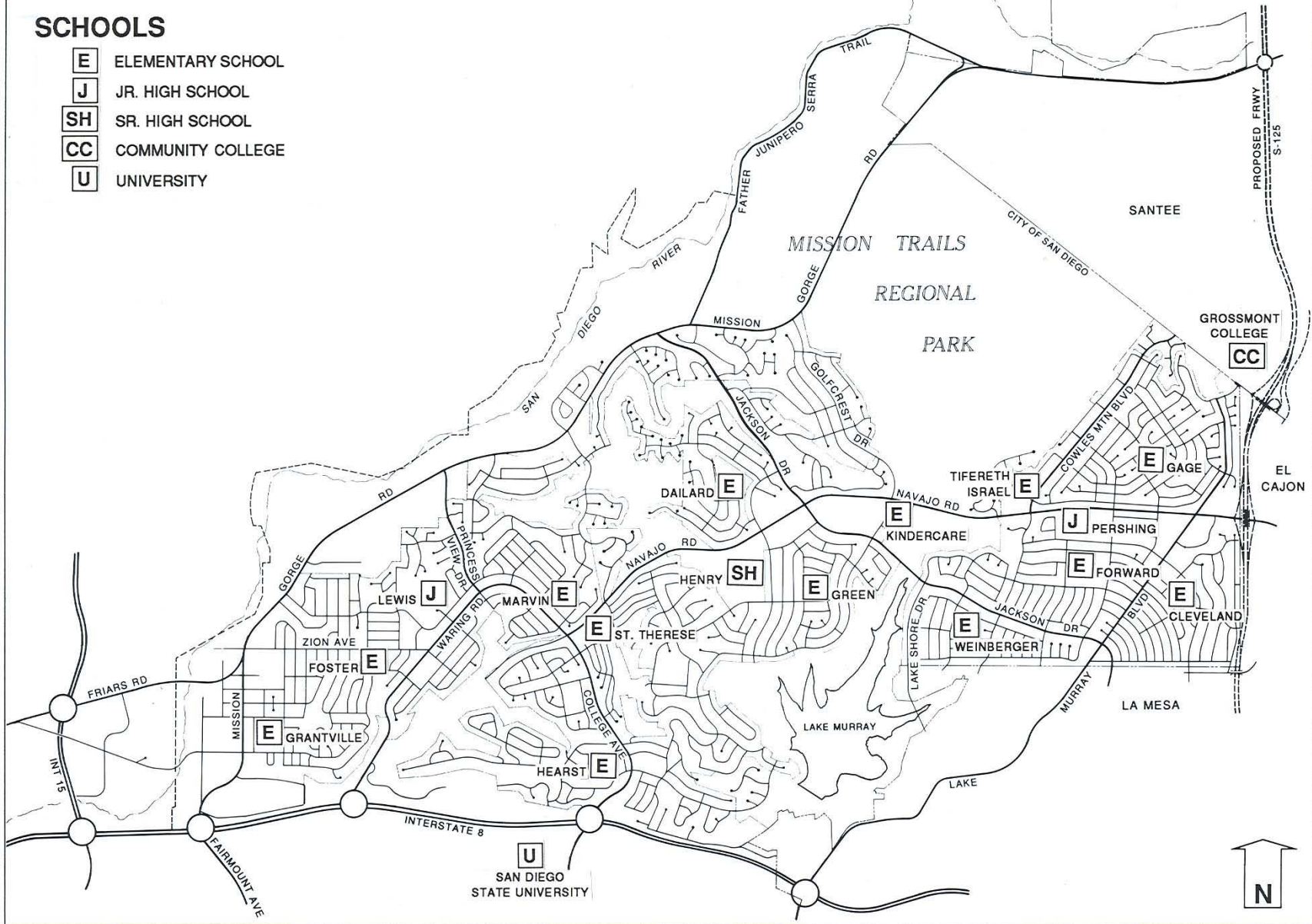
In addition to the principal objective, the following objectives were also adopted.



- Encourage use of school facilities for recreation, cultural and other activities.
- Assure all students direct, safe access to their school.
- Encourage community participation in identification, implementation and evaluation of the educational needs of the community.

SCHOOLS

- E** ELEMENTARY SCHOOL
- J** JR. HIGH SCHOOL
- SH** SR. HIGH SCHOOL
- CC** COMMUNITY COLLEGE
- U** UNIVERSITY



CITY OF SAN DIEGO • PLANNING DEPARTMENT

PROPOSALS

- When a sustained need exists, schools should be constructed on available sites in order to reduce the excessive crowding at some existing facilities and provide elementary schools within a one-half mile radius of 90 percent of all dwelling units.
- All schools in the area should be built and maintained in accordance with then current Board of Education policy and the highest possible standards.
- Elementary school attendance boundaries should generally remain stable. However, changes should be considered when necessary to insure safer access and balance school enrollments.
- Bus service to junior and senior high schools should be expanded to meet student needs.
- If the Board of Education declares any of the existing school sites surplus property, it is recommended that the community and/or the City be given the opportunity to acquire the land for community-oriented purposes before the property is put on the market and leased or sold for private development. It is further recommended that if such private development should occur, it should be restricted to a residential land use consistent with the density of the surrounding area.



OTHER COMMUNITY FACILITIES

EXISTING CONDITIONS

In addition to schools and parks, other community facilities are necessary to provide Navajo with essential services. These facilities include libraries; police and fire protection; sewer, water and drainage; and hospitals. Existing facilities do not meet the standards as outlined in the Progress Guide and General Plan. These inadequacies are the result of the public sector being unable to keep up with the rapid pace of private development.



Library Services/Facilities:

The City Library Department currently maintains two branch libraries in the Navajo community. The Edwin A. Benjamin Memorial Branch is located at 5188 Zion Street in Allied Gardens. Opened in 1964, this branch is 3,875 square feet in size and circulated 143,592 books in the fiscal year 1979-80. Although the original building was planned for a capacity of 20,000 volumes, the current collection contains over 26,000 volumes.

The San Carlos Library is located at 7265 Jackson Drive, just northwest of Golfcrest. Serving the San Carlos and Del Cerro areas, this library was opened in 1974. The building contains over 8,000 square feet and a collection of 25,000 books, with a circulation of 212,368 books during the 1970-80 fiscal year. While the opening of the San Carlos branch gave a much better circulation of books and services to the Navajo community, it did not relieve the overcrowding of the Benjamin branch. If additional facilities are required, alternative solutions to be considered include the possible expansion of the Benjamin branch as well as a third branch library in the community.

Police Service/Facilities

The San Diego Police Department serves the Navajo community from the Eastern Substation in the Serra Mesa community. In addition to the Navajo community, the substation will be able to provide complete and immediate service to the community areas of Serra Mesa, Tierrasanta, State University and that portion of Mid-City lying north of University Avenue.



Patrol units are assigned and continuously operate in the community, in addition to traffic units that also operate there. The Police Department considers the community to be a high priority area for additional police coverage in the future.

Fire Department Facilities

The San Diego Fire Department operates two fire stations in the Navajo community. Fire Station 31 at 6002 Camino Rico, near the intersection of College Avenue and Navajo Road, houses one engine company. Fire Station 34 at 6565 Cowles Mountain Boulevard, near Navajo Road, also houses one engine company. These facilities are not adequate to serve Navajo and meet the standards of the General Plan because the area's topography has created a fragmented street pattern requiring longer response times.

Water Facilities

The Navajo community includes one of the three major water supply facilities of the City of San Diego. This facility is the Alvarado Filtration Plant with its accompanying appurtenances and pipeline system that serves approximately 397,000 people in the central portion of the City including Navajo.

The Alvarado Filtration Plant and Pipeline System are operating at their maximum capacity. As the central portion of the City continues to grow, the filter plant and the pipeline system must be supplemented with a larger supply source from the County Water Authority, increased filtration plant capacity or imported filtered water, and additional distribution pipelines. These improvements are now in the planning and design stages and many of them should be constructed prior to 1990.



SCHEMATIC VIEW OF SAN CARLOS WATER SYSTEM

The Navajo community itself is served by three water distribution systems. They are the Del Cerro, the College Ranch, and the San Carlos systems. The existing water system and its planned improvements should provide water service to the proposed Navajo community of 70,000 people.

Sewer Facilities

The Navajo community is bounded by two major trunk sewers, which serve the communities in the El Cajon Valley and the City of La Mesa as well as the Navajo community and adjacent communities. One large trunk sewer is located in Mission Gorge and the other is located in Alvarado Canyon.

The two major trunk sewers are capable of serving a combined population of 300,000 people and related services. The proposed Navajo community population of 65,000 to 70,000 should not adversely affect these facilities. The undeveloped property within the community will require additional collector mains and trunk sewers as a normal subdivision requirement.

Gas and Electric

There are two electric transmission lines and one gas transmission line within the limits of the Navajo study area. At present, no additional electric transmission lines or electric substations are planned for the area. It appears that the existing transmission lines will be adequate for some time to come, however, if additional transmission capacity is required, the existing lines should be reconducted within the existing easements. Additional electric distribution facilities should be added to serve additional load in the area as the need occurs.

Floodplains and Flood Control

The Navajo community includes portions of the San Diego River and Alvarado Creek floodplains and a number of unnamed canyons. The San Diego River enters the community through Mission Gorge at Padre Dam in the northwesterly section of the community, parallels Father Junipero Serra Road and Mission Gorge Road, traverses the Navy golf course, and leaves the community near the Mission de Alcala west of Grantville.

A large portion of the business community in Grantville is subject to inundation from floodwaters of the San Diego River. A flood control project for the San Diego River (The Mission Valley Project) was authorized by Congress as a result of a U.S. Army Corps of Engineers report dated January 10, 1964. This project, which had at its eastern boundary the Friars Road Bridge just downstream of the Navy golf course, provided for 5.2 miles of concrete lined channel centrally located in the existing river bed. However, as a result of public opposition to a concrete lined channel, the Corps reevaluated the project and concluded that the concrete channel was no longer justified. The project was reclassified to an inactive category in January 1978.

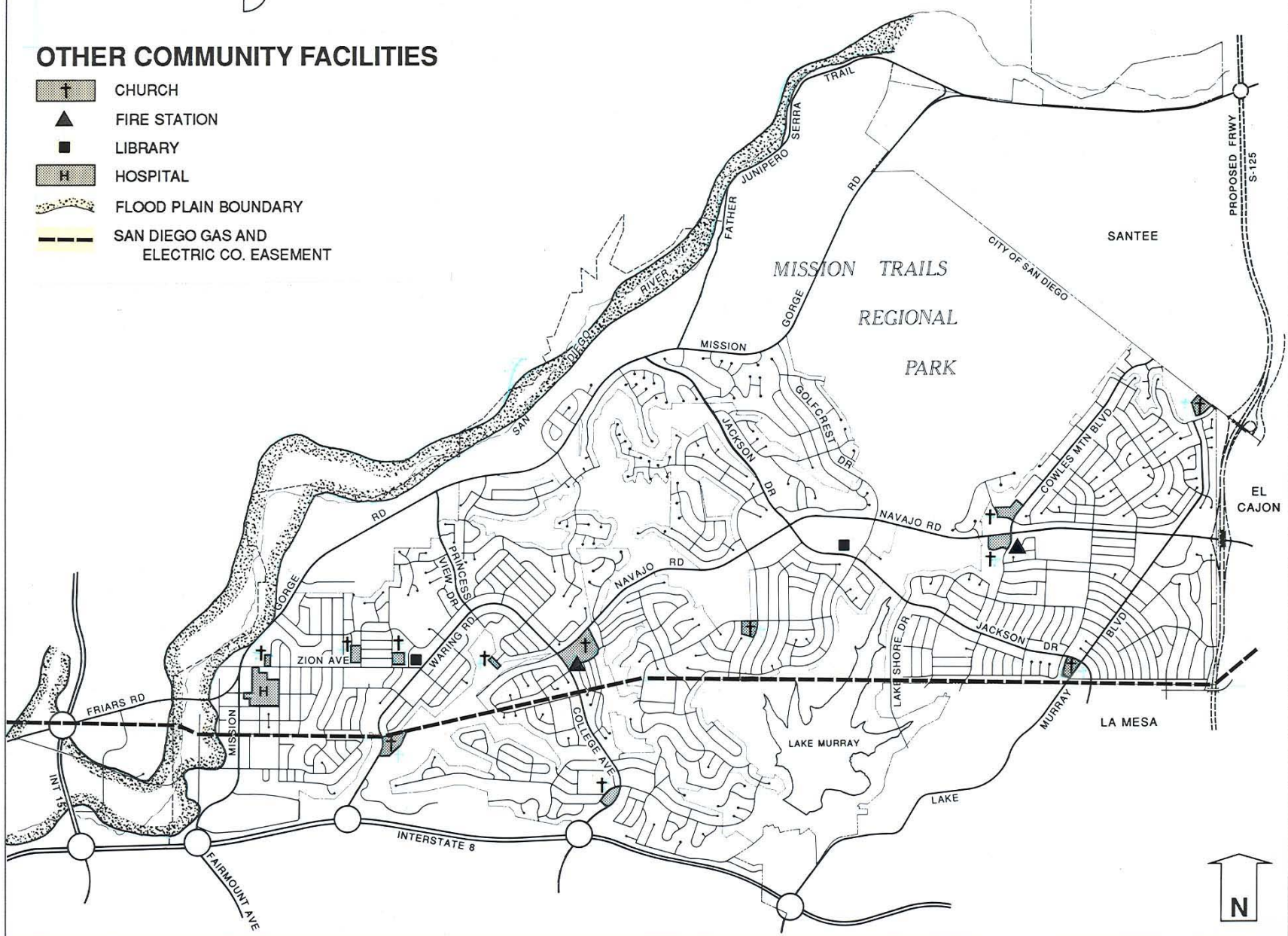
Alvarado Canyon, within the study area, extends from College Avenue westerly to its confluence with the San Diego River immediately to the west of Fairmount Avenue. The Mission Valley Project included plans to construct a concrete lined channel along the westerly portion of Alvarado Creek; however, there are currently no plans for construction of a concrete channel.

Emergency Medical Service/Facilities

Emergency medical service is provided by three hospitals located in or near to the Navajo community. These are Grossmont Hospital in the City of La Mesa, the Alvarado Hospital on Alvarado Road south of Interstate 8, and a 200-bed Kaiser Hospital near Zion Avenue and Mission Gorge Road, both in the City of San Diego. A portion of the Navajo community (San Carlos, Del Cerro) is included in the Grossmont Hospital District.

OTHER COMMUNITY FACILITIES

-  CHURCH
-  FIRE STATION
-  LIBRARY
-  HOSPITAL
-  FLOOD PLAIN BOUNDARY
-  SAN DIEGO GAS AND ELECTRIC CO. EASEMENT



CITY OF SAN DIEGO • PLANNING DEPARTMENT

OBJECTIVE

THE COMMUNITY'S OBJECTIVE IS TO ASSURE THAT A HIGH LEVEL OF ALL PUBLIC SERVICES IS REACHED AND MAINTAINED BY ADHERING TO STANDARDS SET FORTH IN THE PROGRESS GUIDE AND GENERAL PLAN AS A MINIMUM.

PROPOSALS

- Continue evaluation of police and fire services to obtain and insure adequate coverage in Navajo.
- Conduct periodic studies to obtain and insure adequate sewer, water and drainage facilities.
- Design and implement flood control facilities to insure adequate protection for the community, while preserving the natural topography and minimizing the adverse environmental effects on the community. If channelization is necessary, the channels should be soft-bottomed and soft-sided, and should be designed of sufficient width to support riparian vegetation across the width of the channel.
- Restrict development and encroachment in the floodplain, except as provided for in the Floodplain Fringe and Floodway zones.
- Proposals relating to flood control and floodplain boundaries should be restudied periodically and updated to reflect areas subject to inundation and current planning efforts.
- The Floodplain Fringe (FPF) and Floodway (PV) zones should be applied to the entire San Diego River and Alvarado Creek basins within the planning area in order to control land use and regulate future development to avoid or reduce flood damage. These zones provide controls for development in the floodplain, and will encourage the preservation of the natural waterways associated with these two floodplains. Where possible, runoff through the lesser canyons should also be carried by the natural drainage course and these drainage courses should be maintained as open space.

CIRCULATION

INTRODUCTION

Traffic circulation is an important concern inasmuch as the movement of people and goods within the Navajo community is directly related to its future economic, physical and social well-being. An adequate circulation system is essential to provide necessary services to households and businesses in the community.

Because the Navajo area has a greatly varying terrain, and because it is adjacent to the cities of Santee, La Mesa and El Cajon, some of the transportation problems encountered here are unique. Through the application of sound planning and engineering principles, it is possible to develop a balanced transportation system that that will serve the community's internal travel needs and provide access to other communities outside the immediately surrounding area.

It is beginning to be realized that, "(t)he effects from pollution, increasing dependency upon a single mode of transportation (motor driven vehicle) for all uses, and immobility among the poor, the aging, the young and the handicapped have caused doubt everywhere about the ultimate wisdom of our expanding roadway systems" (Report on Interim Hearings to the State Senate by the Senate Select Committee on Rapid Transit, 1971). It is therefore necessary to make strenuous efforts to reduce our almost complete dependence on the automobile by providing efficient alternative methods for moving people. Buses and Light Rail Transit (LRT) service provide two of the most efficient, alternative and growing modes of transportation in San Diego. San Diego's Metropolitan /transit System has an integrated bus/rail system. Currently, a network of bus routes serves the Navajo area. In October 1997, the MTD Board approved the extension of LRT through the Navajo community, continuing to San Diego State University and La Mesa. Service is schedule to start in late 2004. The extension includes a station in Grantville that is planned to have a park-and-ride lot and would be served by the improved bus system. The LRT project included the extension of Alvarado Canyon Road over Waring Road to Adobe Falls Road, which will provide a direct connection between the Navajo Community and the LRT station. Another recent development to reduce dependence on the automobile is the Employer Transit Assistance Program (ETAP) in which employers subsidize monthly transit passes for employees to encourage transit use. The program is administered through MTDB and Ridelink.

Future transportation requirements in the Navajo area are based upon anticipated future traffic volumes or "travel forecasts". Travel forecasts depend upon many factors, one of the most important of which is the future land use proposed for a particular area. Any substantial changes in proposed land uses and/or traffic forecasts in the Navajo area, therefore, may require a modification of the proposed transportation system, as would any change in present dependencies on the automobile for transportation. In addition to the local land use projections for Navajo, future travel demands for the entire region done by the San Diego Association of Governments (SANDAG) were used in evaluating the year 2000 transportation needs. Based on review of existing and currently anticipated future

transportation needs of the Navajo area, it is proposed that the road and bikeway systems as indicated be adopted as a guideline for future street and bikeway development in the area. Additionally, it is strongly recommended that there be accelerated expansion of public transportation for the area.

OBJECTIVES

The basic objective of the circulation system is to provide each member of the community with safe, ready access around, as well as in and out of the community, by a mode of transportation of individual choice with minimal environmental damage.

To achieve this purpose will require that a fully integrated system of pedestrian, bicycle, public transit and automobile facilities be developed. The system should link all sections of the community--residential, commercial, employment, educational, recreational and cultural--by a safe mode best suited to the trip being made. With a well balanced transportation system available, the necessity for a third or even a second car per household will be greatly reduced, thus decreasing air pollution and congested streets.

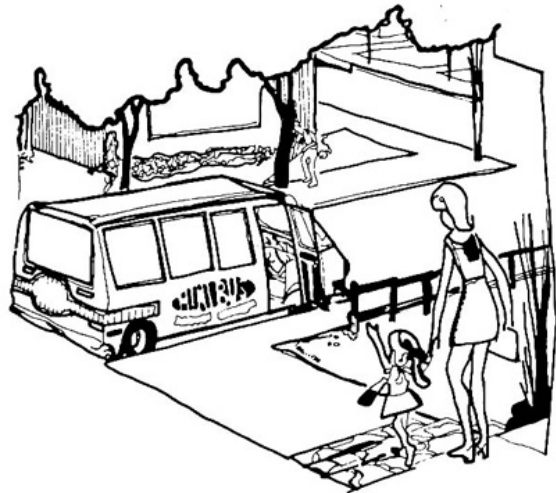
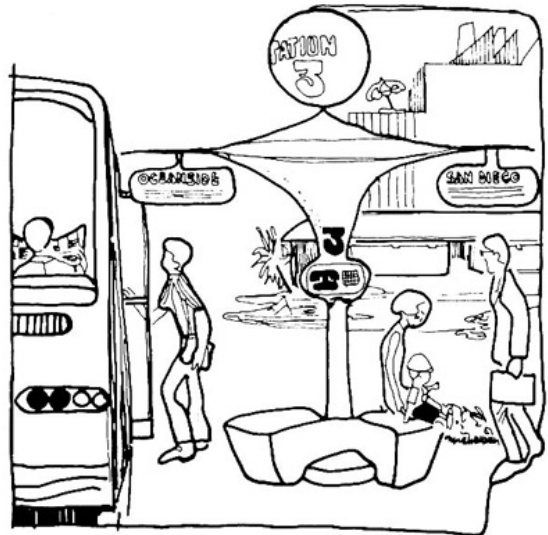
The following additional objectives concerning the circulation element are established for the Navajo community:

- Develop a balanced transportation system that adequately links the Navajo area to nearby communities as well as regional facilities.
- Encourage use of the integrated bus/LRT system to maximize the benefits of the transportation system and its ability to efficiently move people and goods.
- Develop a balanced transportation system that adequately accommodates the community's internal needs.
- Strive to separate automobile, pedestrian and bicycle conflicts and, where safe and practical, provide specially designated bikeways to accommodate the increased demand for this mode of travel.
- Encourage hillside view preservation in the design of new streets. Fit streets carefully into the topography to minimize grading to insure that the street is compatible with the total landscape. The geology of an area may preclude or minimize grading in some specific cases.

PUBLIC TRANSPORTATION

INTRODUCTION

The future improvements in public transportation should be viewed objectively with regard to requirements to meet Navajo's future transportation needs. A SANDAG report titled "Transit Development, Plan and Program" completed in June, 1970 discussed future transit improvements for the entire region. Mentioned as possible problems in expanding service to areas such as Navajo is the low density development, the varying terrain of the area, and the lack of a grid street pattern. Mentioned as positive factors for an increase in public transportation are the future anticipated increases in automobile congestion, concern over air pollution caused by automobiles, the increase in costs of parking for those who work downtown, and the progressive attitude of the San Diego Transit Corporation and other governmental agencies. With increased transit service, many residents will be given alternatives to multi-car ownership.



EXISTING CONDITIONS

Currently, there are five bus routes that operate in the Navajo community areas. Bus Route 13 provides cross-town service on College Avenue, Waring Road, Zion Avenue, and Mission Gorge Road. Its southerly terminus is the LRT station at Euclid Avenue and Market Street in Southeastern San Diego. At present, this route provides modified service on weekends and holidays. Bus Route 115 operates from Fletcher Hills to Downtown San Diego with service in the community along Lake Murray Boulevard, Jackson Drive, Navajo Road, and College Avenue.

Bus Route 115 offers modified service on weekends and holidays. Route 854, County Transit System, provides limited service to the Navajo community. This route operates between Grossmont College in El Cajon and Grossmont Shopping Center in La Mesa, via Navajo Road and Lake Murray Boulevard in the City of San Diego. Bus route 40 provides service five days/week during AM/PM peak hours only from Fletcher Hills to Downtown San Diego with service in the community along Navajo Road and Waring Road. A fifth bus route, Bus Route 81, serves the southeast portion of the Navajo community via Baltimore Drive and Lake Murray Boulevard.

A study of Fiscal Year 1997 operating characteristics of the various buses serving Navajo showed that Route 115 is the most heavily used, carrying over 1,000,000 passengers annually with ten percent of its daily trips incurring standing loads. Of the five bus routes serving the Navajo community, Bus Route 40 carries the lowest number of passengers with annual boardings totaling 41,000.

A survey of transit passengers in San Diego conducted in 1995 by SANDAG, showed that many people who use routes servicing the Navajo community are transit-dependent. While passengers on Bus Routes 13, 40 and 81 used the bus for transportation to work (35-87 percent), most passengers on Bus Routes 115 and 854 used the bus for transportation to school (36-54 %). Because of the community's proximity to San Diego State University and Grossmont College the percentage of riders using public transit for the home to school trips exceeds the citywide average.

PROPOSALS

Implied in the transportation recommendations is the realization that circulation systems for personal vehicles can be designed only to accommodate a desired optimum traffic volume. Before traffic reaches this point, other modes of transportation must be programmed. In the past the alternative has been to continually increase rights-of-way or acquire new alignments to accommodate heavier traffic volumes. This alternative can no longer be considered the only solution.

The Metropolitan Transit Development Board has embarked on a program to improve bus service for San Diego. Planned transit improvements and others under consideration include:

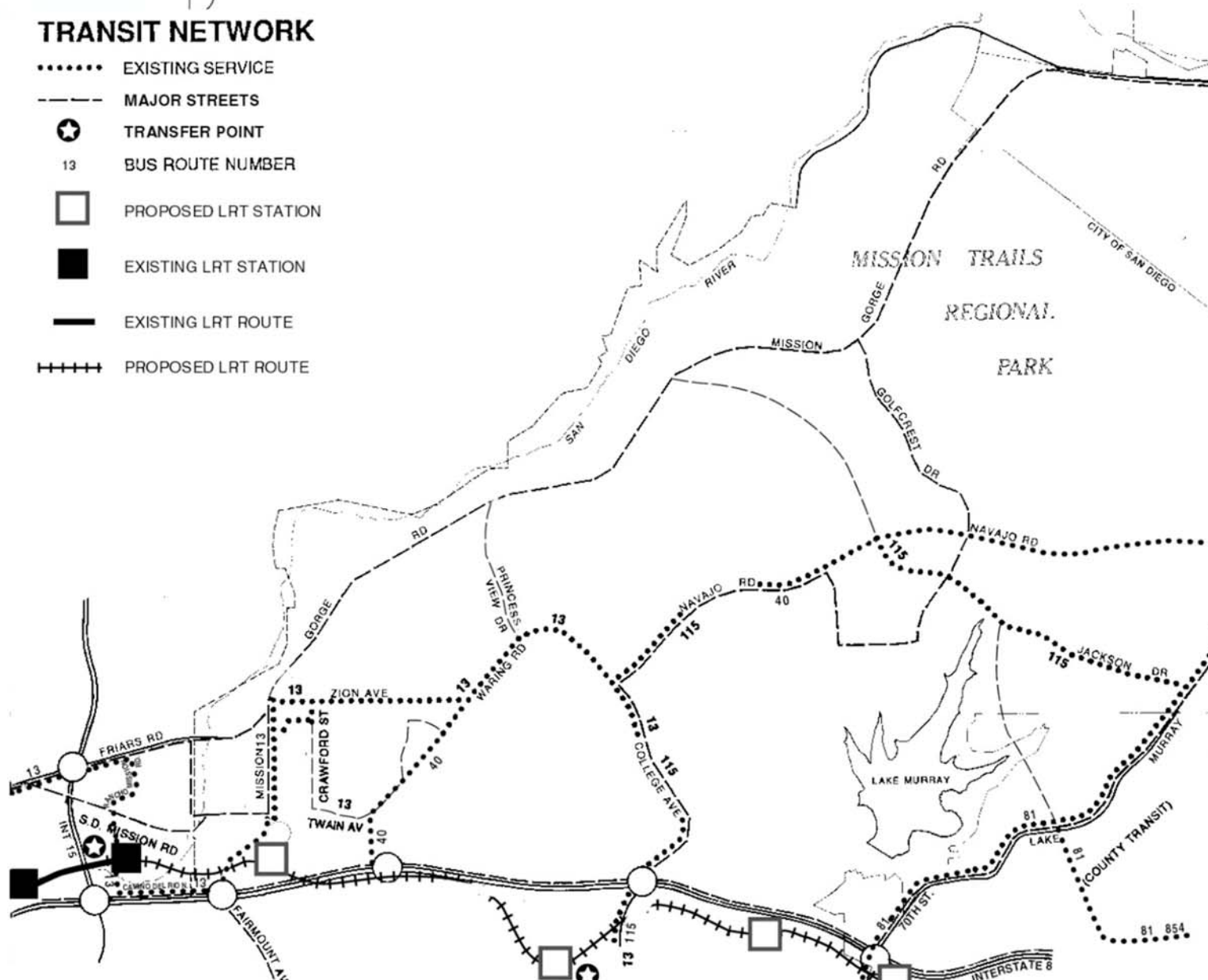
- Evaluation of rerouting Bus Route 13 to serve the future Grantville LRT station.
- Increase service on Bus Route 40 to operate all day, routing midday and selected peak period trips to the Grantville station. Evaluate effect of marketing efforts, need and possible service reductions in this route.
- Possible elimination of bus Route 81 to coincide with the opening of the Mission Valley East Light Rail Extension.
- Work with the city of La Mesa to possibly implement Westside Shuttle route operation to serve the future 70th Street trolley station.

For longer term improvements (up to the year 2000) there should be additional local and express service similar to that described above, with emphasis on minimizing travel time and wait time, extending service to provide a greater number of destinations and making transit travel more pleasing (e.g., modern vehicles and terminals).



TRANSIT NETWORK

- EXISTING SERVICE
- MAJOR STREETS
- ★ TRANSFER POINT
- 13 BUS ROUTE NUMBER
- PROPOSED LRT STATION
- EXISTING LRT STATION
- EXISTING LRT ROUTE
- ++++ PROPOSED LRT ROUTE



BICYCLES

INTRODUCTION

Today across the United States the bicycle boom continues. People of all ages are riding bicycles as never before. People have turned to bicycles for exercise, recreation and transportation. Schools within a community often generate a high demand for bicycle facilities. Bikes do not pollute, are energy efficient, and they offer an opportunity to bypass congested streets.

The City has design standards for the construction of bikeways and an ongoing program of providing a comprehensive bikeway system for City residents that will connect to a regional bikeway network. Bikeways fall into three categories based on the degree or extent of their improvements: bicycle paths (Class I), lanes (Class II) and routes (Class III). Four such bikeways have been constructed in Navajo, and are noted on the bikeways map. They are described in the following section along with the proposed routes.

PROPOSALS

- **Regional Bikeway**

A regional bike route is proposed from the ocean through Mission Valley to Mission Gorge Road and northeasterly along Mission Gorge Road. This route will also continue east parallel to the north side of I-8 from Mission Gorge Road to the vicinity of College Avenue.

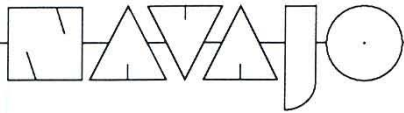
- **Del Cerro Route**

This route would be oriented to the Del Cerro area and would utilize Del Cerro Boulevard from Trinity Way on the west to Linfield Avenue on the east. The intended alignment would provide a scenic overlook of Mission Valley. Length: 2.0 miles.

- **Allied Gardens Route**

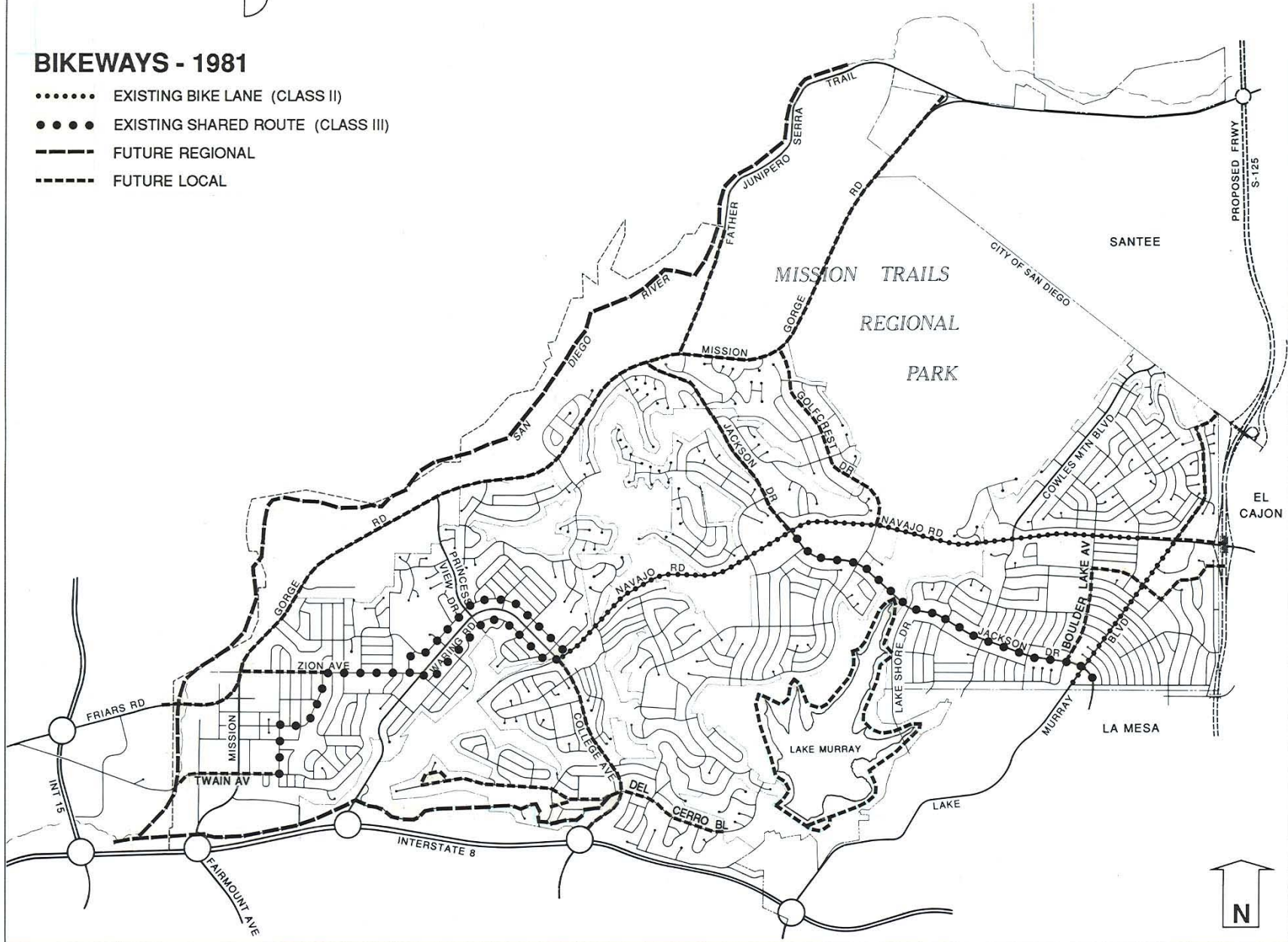
This route would be oriented to Allied Gardens and also provide for the extension of bicycling opportunities from that community easterly to the Del Cerro area. This existing route utilizes Barclay Avenue and Brunswick Avenue between Galewood Street and Zion Avenue. Both streets run through attractive residential areas. College Avenue, the link to Del Cerro, would provide scenic overlooks of San Diego. Length: 2.0 miles.

Connector - This route provides a connection between the Allied Gardens route and the proposed San Diego River route in the vicinity of Zion Avenue. The route is aligned along Zion Avenue, Delbarton Street, Crawford Street, and Twain Avenue. Except for Twain Avenue, this route exists. Length: 2.0 miles.



BIKEWAYS - 1981

- EXISTING BIKE LANE (CLASS II)
- EXISTING SHARED ROUTE (CLASS III)
- FUTURE REGIONAL
- FUTURE LOCAL



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- **Jackson Drive Extension**

An extension of the Jackson Drive route would be a route that lies largely outside the San Diego City limits. This route would run from the City limits to the San Carlos Community Center by way of East Lake Avenue, Lake Ashmere, Lake Arrowhead, San Carlos Drive, Boulder Lake Avenue, and Jackson Drive. The Jackson Drive portion now exists. Length: 3.2 miles.

- **Lake Murray Boulevard Route**

This route would be along Lake Murray Boulevard from Grossmont Community College to a connection with the Del Cerro route extension at Jackson Drive. This route presently utilizes a portion of the Lake Murray Boulevard frontage road from Jackson Drive to the Navajo shopping center. From the shopping center to the college, a portion of Lake Murray Boulevard would be set aside with appropriate striping for use as a bike route. The southerly portion of the route is a tree lined boulevard through an attractive residential area. Length: 1.75 miles.

- **Jackson Drive Route**

This route consists of an existing Class III bikeway from the City of La Mesa to Mission Gorge Road. Total length: 3.0 miles.

- **Navajo Road Route**

This route is along Navajo Road from the intersection of Waring Road and College Avenue, easterly to the City limits at Fanita Drive with the possibility of extensions into El Cajon. This route exists except for the most eastern half-mile. Total length: 3.7 miles.

- **Golfcrest Drive Route**

This route would be along Golfcrest Drive from Navajo Road to Mission Gorge Road and would serve as a connector between the bike routes on those streets. Length: 1.25 miles.

- **Mission Gorge Road Route**

This route would be along Mission Gorge Road from the Santee - San Diego City limits to the western limit of the community. Although the parallel bikeway along the San Diego River will remain as a desirable goal for future implementation, its construction is not imminent. In the meantime, relatively minimal and inexpensive work on Mission Gorge Road can produce a usable improvement for bicyclists. Total length: 5.2 miles.

Connector - This proposed route provides a connection between the Mission Gorge Road route and the proposed San Diego River route. The route would be aligned along Father Junipero Serra Trail. Length: 1.2 miles.

The routes shown and described above are bikeway corridors, and not exact alignments. When this plan is implemented, minor deviations may be necessary.

STREETS

INTRODUCTION

The five basic functional categories of streets in San Diego are present in Navajo. They are: freeways, primary arterials, major streets, collector streets, and local streets.

Street and Highway Standards adopted for the City of San Diego in 1964 and revised in 1980, are shown in the Standards and Definitions section of this plan. Although these standards are applicable primarily to streets in new subdivisions, they also indicate desirable features to be obtained whenever improvement of an existing street system is undertaken. Also shown on the table are the maximum average daily volumes (ADT) of traffic desirable for each type of street.

EXISTING CONDITIONS

The Street Classification and Traffic Volumes map (page 92) shows the existing functional classifications for streets in the Navajo community, from the primary arterial to the collector street level. Interstate 8 forms the southern boundary of the area. Friars Road, Mission Gorge Road east of Friars Road, and Navajo Road all function as primary arterials. The other streets shown on the existing road network map function as major or collector streets.

The traffic volumes carried by each street in the Navajo roadway network are also shown on the Street Classification and Traffic Volumes map. The volumes listed are in vehicles per average weekday.

Volumes of over 20,000 vehicles per day exist on portions of Mission Gorge Road, Waring Road, College Avenue, Friars Road, Navajo Road, and Lake Murray Boulevard. The highest traffic volume recorded on a surface street is on Mission Gorge Road between Friars Road and Zion Avenue (52,700) where a six-lane facility exists.

There are several streets in the area that are carrying traffic volumes in excess of their design volume. Fairmount Avenue extension between Mission Gorge Road and Twain Avenue is 50 feet wide, yet carries 7,600 vehicles on an average weekday. The maximum desirable ADT for a two-lane collector street is 5,000 vehicles per day. Zion Avenue varies in width from 40 to 50 feet and has a maximum desirable ADT of 5,000 yet is currently carrying over 14,300 vehicles per day. Similarly, College Avenue between I-8 and Del Cerro Boulevard, Twain Avenue between Mission Gorge Road and 50th Street, Mission Gorge Road between Fairmount Avenue and Twain Avenue, and Madra Avenue north of Del Cerro Boulevard all carry volumes that exceed what is desirable for their classifications. (All traffic counts are as of 1987.)

PROPOSALS

Freeways and Expressways

- A recently completed study by SANDAG concluded that the easterly extension of State Route 52 is the most critical improvement needed to relieve traffic congestion on Mission Gorge Road, Friars Road, and Interstate 8. Construction of SR-52 from Santo Road in Tierrasanta to the City of Santee will be scheduled as soon as environmental clearance is obtained.
- An extension of Route 125 north to State Route 52 is proposed. When built, this freeway and/or expressway would parallel the eastern edge of the Navajo Community.
- Improvement by Caltrans of Interstate 15 to 6-8 lanes between 1-8 and State Route 163, and eight or more lanes north of Route 163 is being implemented.
- An additional westbound traffic lane on Interstate 8 between College Avenue and Interstate 15 is being proposed by Caltrans. This improvement will relieve traffic congestion on Interstate 8 and Navajo community streets that access Interstate 8 (i.e., College Avenue, Waring Road, and Mission Gorge Road). Caltrans is scheduled to advertise for bids for the widening in 1991.

Streets

1. The synchronization of traffic signals along Mission Gorge Road, between Interstate 8 and Rainier Avenue is currently being designed (Fiscal Year 1988). The traffic signals north of Rainier Avenue cannot be synchronized because they are spaced in excess of one-quarter mile apart, the maximum practical distance for synchronization.
2. Friars Road, between Riverdale Street and Santo Road, is planned to be widened to six lanes to alleviate congestion at the intersection of Mission Gorge Road and Friars Road that is caused by the three westbound lanes on Friars Road narrowing to two lanes west of Riverdale. This project is included in the Capital Improvements Program for design in Fiscal Year 1989.
3. Jackson Drive is planned to be extended as a major street from Mission Gorge Road northerly to connect to Clairemont Mesa Boulevard and SR-52 in the Tierrasanta community concurrent with the completion of SR-52. This project is scheduled in the Capital Improvements Program for design in Fiscal Year 1990.
4. The easterly extension of Alvarado Canyon Road will be constructed as part of the Mission Valley East LRT project as a two-lane collector crossing over Waring Road to Adobe Falls Road. The road will provide improved access to the planned Grantville LRT Station and help to mitigate traffic impacts on Fairmount Avenue, Mission Gorge Road, and the westbound I-8 offramp.

5. A study of the realignment of Alvarado Canyon Road should be completed and the project undertaken as soon as feasible. Subject to environmental review, the intersection of Alvarado Canyon Road with Mission Gorge Road should be moved northward to align with the Mission Gorge Road/Fairmount Avenue intersection. This realignment will help alleviate traffic congestion on the westbound I-8 offramp/Fairmount Avenue intersection. Consideration should also be given to widening the southbound Fairmount Avenue to westbound I-8 on-ramp in conjunction with this project.

The circulation plan must be oriented to provide a balanced transportation system for the Navajo community. Additional streets and alterations to existing streets should be limited to remedial and corrective measures. Only as a last resort should the widening or addition of streets, as would be required by the City's street standards, be considered.

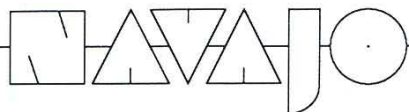
Special treatment should be provided as indicated on the Street Classification Map to handle capacity problems. The special treatment required may take the form of parking prohibitions, widening at intersections to obtain additional lanes, adding or changing intersection channelization to facilitate heavy directional moves, and special traffic signal phasing or interconnection.

In the event the above techniques cannot adequately facilitate traffic, the following improvements should be considered:

1. Navajo Road should be widened to a six-lane major street east of Lake Murray Boulevard.
2. Mission Gorge Road should be widened to a six-lane facility north of Zion Avenue with no left-turn lanes except at signaled intersections. Between Fairmount Avenue extension and Interstate 8 (at its southerly terminus) Mission Gorge Road should also be improved to be a six-lane major street.
3. In preparing this next recommendation, City and State agencies and community interests were consulted and numerous alternatives were considered and analyzed. The recommendation for the extension of Navajo Road through Navajo Canyon appears to be the best solution at this time, but only under the following conditions:

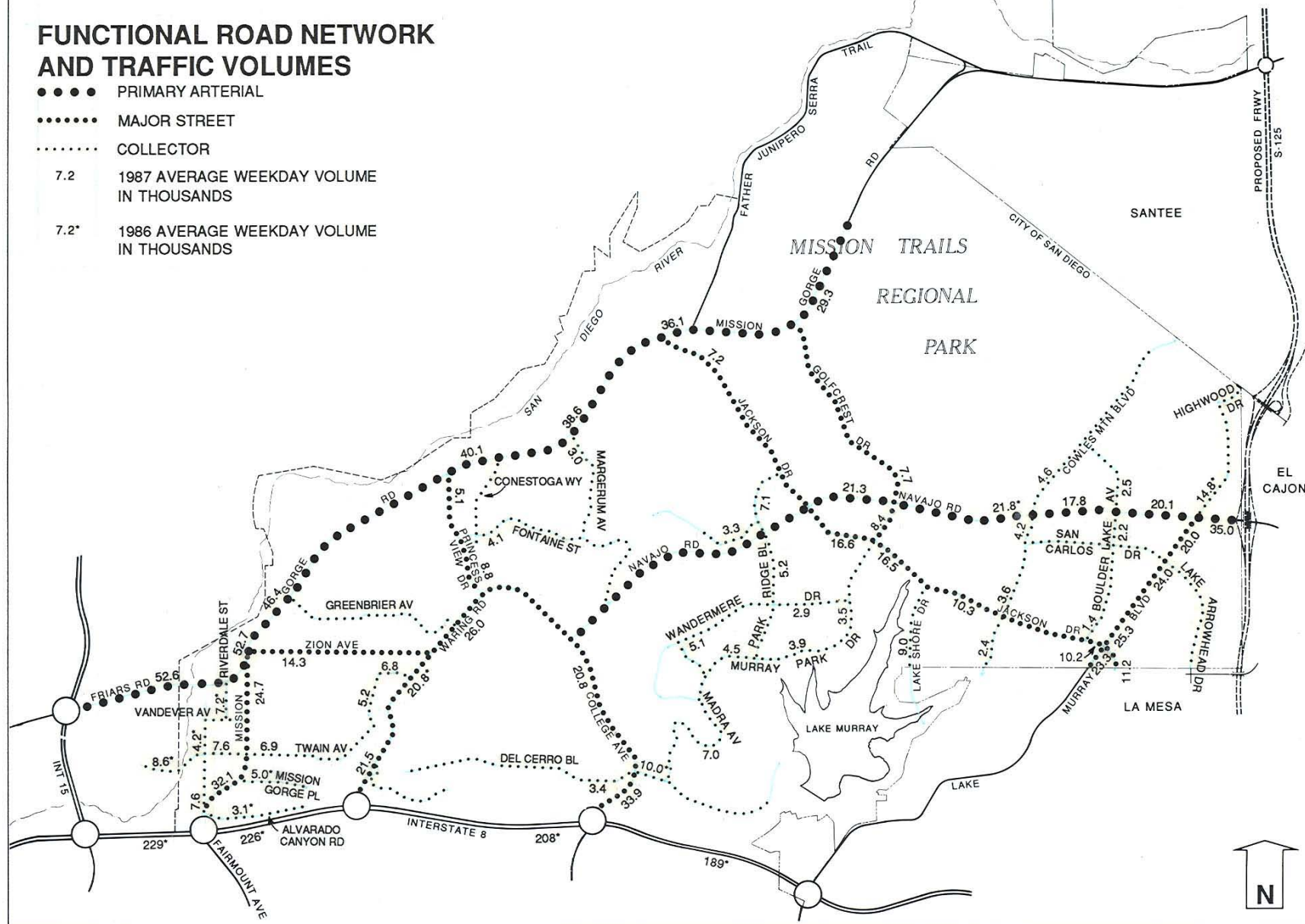
Since this plan recommends maintaining Navajo Canyon as open space, the extension of Navajo Road through the canyon should be designed to parkway standards and limited to a two-lane facility with four lanes at the intersections with College Avenue and Waring Road and no intermediate access; sufficient capacity must exist on Interstate 8 to accommodate the Navajo Road traffic; and a reevaluation of the entire recommendation shall be undertaken if at any time before construction, any curb on automobile traffic, such as the use of gasoline rationing, etc., takes place in San Diego.

If the Navajo Road extension is not built, it is projected that volumes on Waring Road will approach 30,000 vehicles per day by the year 2000. This forecast volume exceeds the design capacity of this four-lane street with driveways, parking and houses fronting



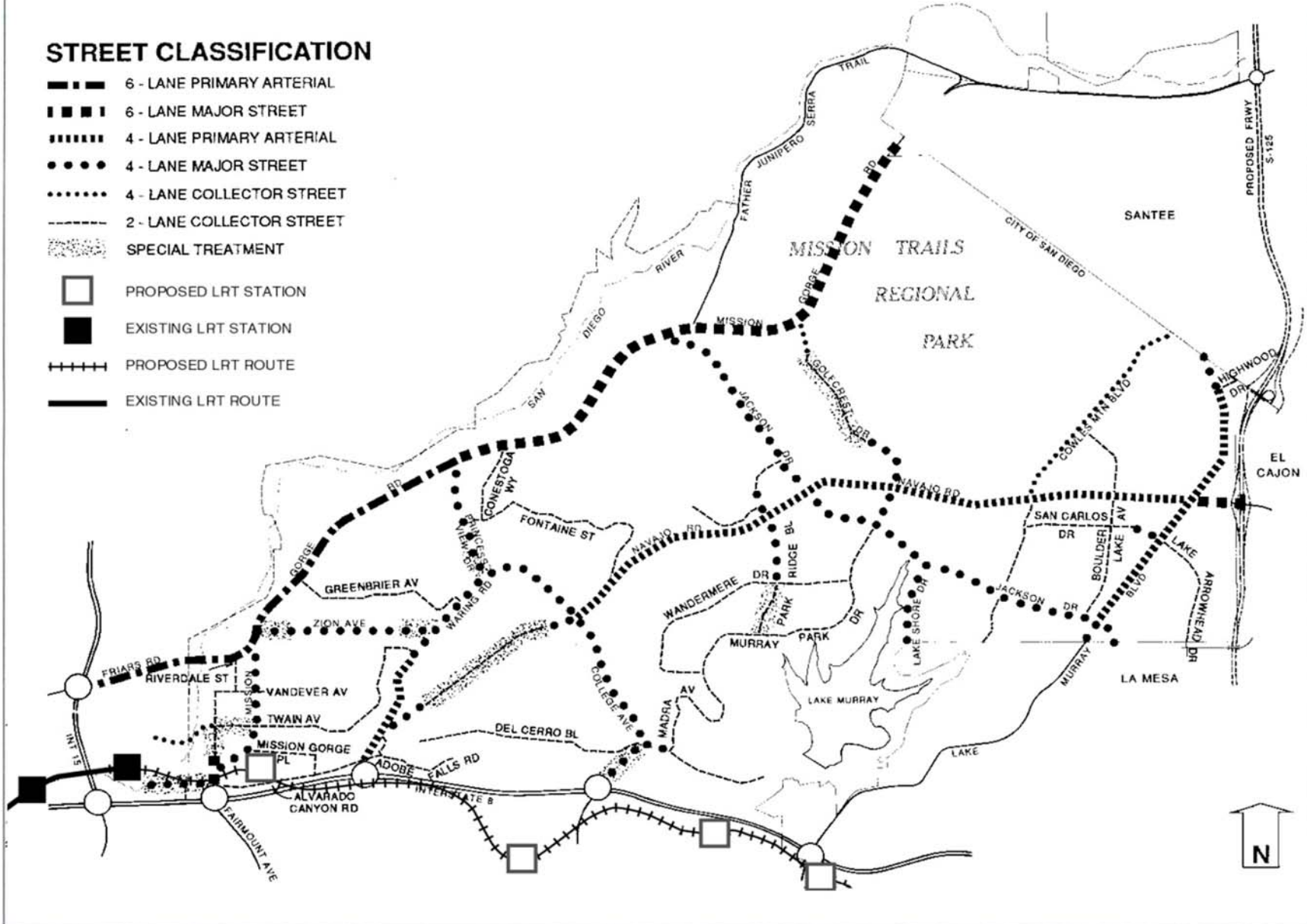
FUNCTIONAL ROAD NETWORK AND TRAFFIC VOLUMES

- PRIMARY ARTERIAL
- MAJOR STREET
- COLLECTOR
- 7.2 1987 AVERAGE WEEKDAY VOLUME
IN THOUSANDS
- 7.2* 1986 AVERAGE WEEKDAY VOLUME
IN THOUSANDS



STREET CLASSIFICATION

- 6 - LANE PRIMARY ARTERIAL
- 6 - LANE MAJOR STREET
- 4 - LANE PRIMARY ARTERIAL
- 4 - LANE MAJOR STREET
- 4 - LANE COLLECTOR STREET
- 2 - LANE COLLECTOR STREET
- SPECIAL TREATMENT
- PROPOSED LRT STATION
- EXISTING LRT STATION
- PROPOSED LRT ROUTE
- EXISTING LRT ROUTE



on the street. Waring Road could become congested, resulting in inconvenience to motorists and nearby residents. In addition, the omission of the Navajo Road extension from the future roadway network would increase volumes on College Avenue, making it desirable to improve College Avenue to six lanes between Del Cerro Boulevard and Interstate 8.

Design Principles

One aspect of transportation planning which has been overlooked is that portion of its site planning which involves the art or form of the transportation facility. It is especially important that roadways be regarded as an integral part of the landscape in which they are sited. They must be something more than the standard provision of a surface for moving cars or guiding public transit vehicles. However, the design of the facility must not override, but be considered equally with, the safety and capacity of the facility.

Because of topography, many of the city standards for streets are not suitable for the Navajo community. The following standards are suggested for use in these areas.

- **Street Widening**

Widening and realignment frequently destroys the visual character and identity of streets by the removal of mature trees, other landscaping, and median strips. The approach to street widening and realignment should be more sensitive to the character of the street and the quality of adjacent development. When substantial environmental damage may result to adjoining properties, the traffic carrying capacity of the street might be improved by eliminating on-street parking or using reverse lanes at peak hours rather than physical widening. When a street must be widened and necessarily encroaches on a dwelling's front or side yard, variations should be permitted in the zoning code requirements that would permit high walls to give residents privacy from the sight and noise of traffic.



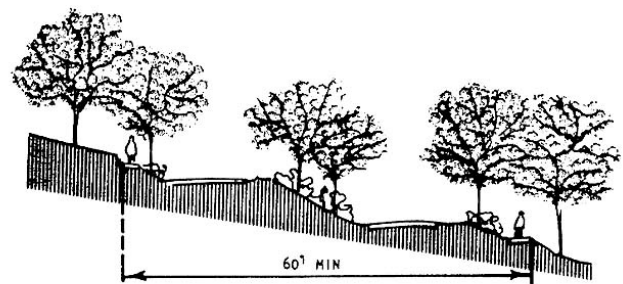
- **Street Accessories**

- 1) Standards for street paving and lighting are not varied systematically throughout the city. Most of the streets and sidewalks in the city are paved in the same materials, and lighting fixtures often do not reflect the character and scale of the frontage development.
- 2) Placement of telephones, police and fire call boxes, mail deposit boxes, street numbers and news stands in consistent locations along the street would facilitate their use. These accessories should not be placed in the path of pedestrians or wheelchair users.

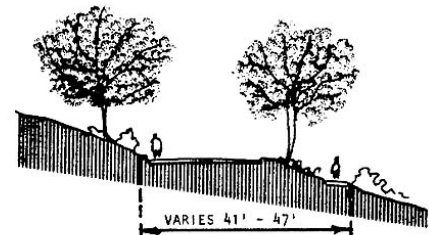
- 3) A coordinated system of variation in the use and placement of street trees, lighting, and other details could give streets better visual continuity and provide differentiation between through streets and local streets to aid driver orientation and traffic flow. The variations could include size, spacing and species of street trees and other landscaping, and intensity, spacing, and design of lighting fixtures. For example, major streets might have tall, widely spaced street trees; bright, closely spaced street lights; and large street signs. Local streets might have smaller, dense and more closely spaced trees; compass headings could be indicated by symbols on light poles or on the pavement. A more logical and systematic method of street naming should be used.

- **Hillside Streets**

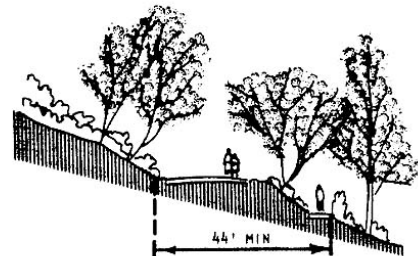
Hillside street standards should be reviewed for compatibility with the terrain. More restrictive grading controls, street landscaping, and limitation of on-street parking to one side of all hillside roads, should all be considered. Even under existing standards however, the use of retaining walls and horizontally or vertically split street alignments would make the road blend into this special topography. These methods were common in earlier hillside street construction.



HILL COLLECTOR STREET
STREET DIVIDED TO BETTER FIT THE TOPOGRAPHY AND TO MINIMIZE EARTHWORK. PARKING ONE SIDE OF EACH ROADWAY.



HILL RESIDENTIAL STREET
A SINGLE SIDEWALK IS PROVIDED WHICH COULD BE LOCATED AT A DIFFERENT LEVEL THAN THE MAIN ROADWAY.



HILL RESIDENTIAL STREET
ASSUMED HERE THAT ON-STREET PARKING IS PROHIBITED. EMERGENCY PARKING BAYS PROVIDED AT APPROXIMATELY 500 FOOT INTERVALS. DEVELOPMENT ONLY ON DOWNHILL SIDE.

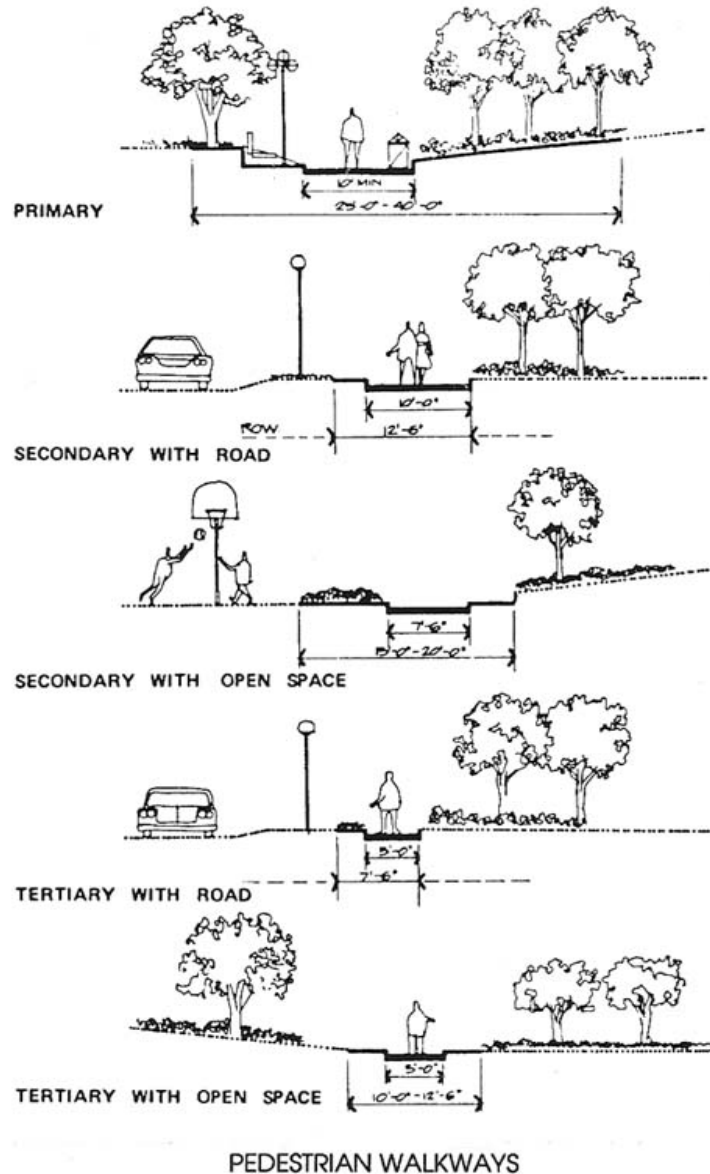
- **Pedestrian Walkways (Sidewalks)**

- 1) Design walkways and parking facilities to minimize danger to pedestrians. Pedestrian walkways should be sharply separated from traffic areas and set apart where possible to provide a separate circulation system. Where necessary and practical, the separation should include

HILLSIDE STREET TREATMENTS

landscaping and other barriers. Walkways should pass through the interiors of blocks. Walkways that cross street corners should have good sight distances for motorists and pedestrians.

- 2) Driveways across sidewalks should be kept to a practical minimum, with control maintained over the number and width of curb cuts. Barriers should be installed along parking lots to avoid encroachments on sidewalks, with adequate sight distances maintained at driveways.
- 3) Commercial and industrial truck loading should occur on private property rather than in roadways or on sidewalks. Residential parking should be as close as possible to the dwellings served, with adequate lighting along the walking route from the parking to the dwellings.



COMMUNITY ENVIRONMENT

INTRODUCTION

The term "environment" in its broadest sense refers to all the external dimensions--social and economic as well as physical--which affect the life of an individual. This element focuses on that dimension of traditional concern to urban planning, and recently of increasing concern to the public--the quality of the physical environment, natural and man-made.

The visual form of a community's physical environment should be comfortable, educational, rich in variety and highly identifiable, expressive of the community's functions and social life, and capable of being shaped by its inhabitants. The primary goal in this area of concern is the improvement, restoration, and protection of the quality of the natural and built environment. All of this is taken into account in identifying the opportunities for improvement of the visual environment.

The environment of any community is more than the sum of the homes, shops factories, schools and parks. The maintenance and improvement of the natural and built environment do much to determine the quality of particular neighborhoods and communities to preserve their distinct identities.

To many individuals, the image of the community they are most familiar with is the motorist's view as he passes through. The lack of landscaping on the perimeter of roadways, the barrenness of residential and commercial subdivisions and the seemingly endless areas of pavement are frequently expressed concerns. Residential development establishes the dominant environmental character of Navajo. Relatively uniform house size and design, parcel area and site layout--a situation typical of many postwar developments --typifies much of the community. New approaches to site and building design, however, have provided some interesting variety--an example being the San Carlos townhouse apartments at Jackson Drive and Golfcrest Avenue.



Visual clutter is a major environmental problem. The numerous signs, billboards, telephone and electrical distribution poles and lines, and television antennas are distracting and unattractive. The problem is most evident upon entering the community on Mission Gorge Road from Interstate 8.

Signs are examples of visual nuisances that create a poor environmental image of a community and its character. Often, these signs are concentrated to appeal to the eye of the motorist.



A clutter of signs proliferates in many of the commercial areas. The signs are unsightly, disorganized, and generally degrading to the entire community. Mission Gorge Road is the most notorious example of an area blighted by excessive signs. The attempt to compete with larger, brighter, and gaudier signs not only detracts from the appearance of the area but diminishes the effectiveness of signs. The problem of sign clutter is also prevalent in the shopping centers.

Other clutter is produced by elements placed in the street areas. The undergrounding of overhead wires should continue at the most rapid pace possible, with the goal of complete elimination of such wires within a foreseeable period of time. Every other element in street areas, including public signs, should be examined with a view toward improvement of design and elimination of unnecessary elements.



Both public and private efforts in the installation and maintenance of landscaping should be increased. In residential areas, side yards and setbacks provide the best opportunities for landscaping visible in public areas. If no such space exists, then trees should be placed in the sidewalk area, preferably in the ground rather than in containers. Care should be taken to select species of trees suitable to each location. The most visible points, such as street intersections, should be given special

attention. Other unused opportunities for landscaping exist on exposed banks, usually along roadways. Where it is feasible, these should be planted and maintained by the owners of the land.

In addition to landscaping, other features along the streets add to the comfort and interest of pedestrians. Sidewalk paving and furnishings, if designed in a unified way, make walking more pleasurable. Gentle changes in level have the same effect. In commercial areas, continuous and well-appointed shop windows and arcades are invitations to movement. Little used alleys and easements can be improved as walkways, and new promenades put through blocks in new developments. Screening of the sand and gravel and industrial areas along Mission Gorge Road through the use of walls, fences and substantial landscaping can greatly enhance the appearance of these areas.

OBJECTIVE

TO PRESERVE AND ENHANCE THE NATURAL BEAUTY AND AMENITIES OF THE NAVAJO COMMUNITY.

PROPOSALS

Programs

- Grading and landscaping standards should be improved. Hillside cuts, in particular, must be better controlled to preserve the natural topography.
- Define acceptable noise rating levels for the use of motorized equipment and aircraft.
- Restrict heavy truck traffic to certain areas.
- Develop new programs and practices for the reclamation of waste water for secondary uses.
- Develop new programs and practices for the disposal or recycling of garbage, refuse and other solid wastes.
- Establish restrictions on odor-producing activities based on wind direction, atmospheric temperature, topography and proximity to built up areas.

Buildings - Structures

- Create, through design, harmony between natural features and urbanized areas and activities.
- Encourage an orderly transition of height, density, scale and arrangement of buildings to preserve the identity of each element as well as the cohesion of the whole.
- Promote the coordination of building groupings to foster neighborhood and community identity and unity.
- Encourage an overall quality of design by using materials, color and texture to give identity and focus to groups of structures within the urban landscape.
- Cable television should be encouraged throughout the study area to help eliminate the clutter of individual antennas. Future planned residential developments should include no more than one master antenna to serve all units.
- All telephone and electrical distribution lines should be underground where technically and economically feasible, in accordance with systematic long-range program establishing priorities for the Navajo area.

- Develop points of visual relief in the urban landscape through the use of open spaces and landscaping, building setbacks, building materials, location of public facilities, and street and right-of-way design and maintenance.
- Improve the appearance of public and private special use properties such as flood control channels, power line rights-of-way, mineral extraction operations, and water storage areas.
- Improve flood control and storm and sewer installations.
- Protect distinct areas and communities from intrusion and encroachment of incompatible uses.
- Minimize nuisances to adjacent uses through the control of noise, odor, pollution, vibration and glare, and the screening of unaesthetic land uses.
- Implement development controls on urban development in accordance with the Mission Trails District Design Manual, which provides that no structure shall exceed four stories and in no case shall a structure exceed fifty feet in height.

Signs

- The size, placement, design and height of signs should be controlled through reasonable and uniform regulations utilized to prevent encroachment on the visual form of the community's physical environment.
- Signs should not project above the eave of the building to which the signs are attached.
- Signs should not protrude over the sidewalk or street, but be placed against the face of the building. Freestanding signs should be prohibited.
- Signs for the various businesses in any shopping center should be attractively clustered upon a marquee near the entrance to the center.
- Signs with moving parts or flashing lights should not be allowed.
- Signs should be limited in size based upon the linear feet of street frontage.
- Signs on trucks, autos, or other vehicles used to circumvent sign regulations should be restricted.
- Permitted signs should be kept in good appearance and repair. Nonconforming signs should be removed.

Landscaping

- Use trees and shrubbery along heavily traveled streets to help lessen effects of traffic noise.
- Support feasible soundproofing of residential, commercial and industrial structures.
- Mission Gorge Road industrial development should be properly screened with landscaping and other suitable means. The area should be made presentable to the community and motorists on Mission Gorge Road because of its importance as an entry to the community, the Old Mission, and Mission Trails Regional Park.
- Establish financing programs, such as assessment districts, to provide for and maintain landscaping in the public right-of-way for major streets within the community.
- The following streets should receive first priority for such right-of-way improvements: Navajo Road, Mission Gorge Road, College Avenue and Waring Road. These improvements should include the planting of street trees as well as landscaping of the center median.

Natural

- Utilize natural elements as points of visual relief in the urbanized areas.
- Establish and maintain an open space system to conserve natural resources, preserve scenic beauty, and define urban form.
- Create and preserve open space in and around built-up areas to aid in lessening the effects of high noise levels.
- Strengthen environmental pollution control measures. Support research into causes and prevention of environmental pollution.
- Prevent deterioration of natural watershed areas.

The development of an attractive community is one of the first considerations of the residents of the Navajo community, not only as a matter of personal pride and stabilization of property values, but in realization of the natural attractiveness of the area as a desirable place to live.